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CHINESE BANKING.

OLD CUSTOMS AND MODERN
METHODS.

NEED OF A CENTRAL BANK.

ADDRESS TO TIENTSIN
ROTARY CLUB.

Rotarian Z. S. Bien, Manager of the Tientsin office of the Bank of China, gave a very interesting address to his fellow-members at a Rotary Club meeting on some of his experiences in Chinese Banking.

Although many of the Chinese banks have adopted the modern system, he said, they could not altogether divorce themselves from the native system. There was a considerable difference between the two. Whereas the manager of a Bank conducted along Western lines sat in his office and received his clients and accomplished business, the so-called native banks had an expert staff of men who went round and called upon the leading Chinese firms, carrying a little note showing the state of the account, and invited the merchants to accept a loan. These men must be well known and of very courteous disposition, otherwise the head of the firm they called on might refuse to accept a loan. (Laughter.) Generally interest was not high, being about 6 per cent. or 7 per cent. per mille per month. The banks did not pay interest on the credit side, but charged interest on the debit side all the time. It might appear very profitable, but they had to take account of the risks.

Modern Ways Slowly Gaining Ground.

Modern Chinese bankers, as he could testify, found many difficulties oftentimes in introducing modern methods. He tried on the one hand to meet the requirements of the merchants to a certain extent and on the other to introduce modern methods, and cited the valuable part played by his Bank in connection with the piece goods crisis in Tientsin some years ago. Gradually the Chinese merchants were beginning to see the mutual advantages of modern methods. The modern bankers were more or less agitators, or missionaries, and had to exercise patience in changing the old system, and getting the people to understand modern methods.

When Military Authorities Intervene.

Mr. Bien spoke feelingly of the difficulties to be faced and the tact needed in considering proposals from representatives of the Military Authorities, and went on to emphasize the need of a real Central Bank. The Chinese banking system was not yet what it ought to be. The different banks did not specialise in a particular branch as they ought to do, and the system was much like the traffic system in the city. Collision was prevented largely by a natural order rather than by a scientific system. Yuan Shih Kai treated the Bank of China more or less as his comrade, and the then heads of the Bank evidently did not understand what the functions of a Central Bank ought to be. As it is, the Bank of China was not entirely a Central Bank. It was not the sole Bank of issue. The right to issue notes was given to all sorts of banks, and if one wished a new hobby the collection of Chinese bank notes ought to be very entertaining. (Laughter.)

The Bank of China was a sort of collecting agent for the Salt Gabelle and in many places for the Customs. But the day after collection the funds had to be transferred to the Hong Kong and Shanghai Bank, which was the real Chinese Government depository. But it was not, at the same time, called upon to help in a banking crisis as was, for instance, the Bank of Japan. It had the privilege without the duty—a very profitable position. (Laughter.)

English System Unsuitable.

China could not adopt the system followed in England or in France, with the Head Office in the capital and branches in the different provinces. The country was far too large for that, and traditions and customs varied greatly. If they were going to have a bankers' Bank they must have some institution like the Federal Reserve Bank in America, as the sole bank of issue and the bank of the national and local governments, which, when a crisis occurred, could come to the rescue. Probably China would adopt a system something like the present Reichsbank. Foreign co-operation and assistance would be needed, but not foreign dominance.

(Continued on next column.)

VOWS TO THE EX- KAISER.

GERMAN PARTY'S
MESSAGE.

ITS MEMBERS IN THE
CABINET.

BERLIN, May 9th.

While an army of 130,000 Steel Helmets—1 under-estimated the numbers—were proclaiming their refusal here to recognise the Treaty of Versailles and the Treaties of Locarno amid the applause of the Nationalists, who form the strongest party in the present German Government, Dr. Stresemann, the Foreign Minister, in the quietude of Bad Oeynhausen, was declaring that nothing whatever had happened to indicate a weakening in the determination of the Government to pursue the Locarno policy.

That Dr. Stresemann desires to pursue the policy of Locarno there is no sort of doubt. But his statement is puzzling. A great deal has happened in the last few days to throw the gravest doubt not on the sincerity of Dr. Stresemann but on the sincerity of his colleagues in the Cabinet. Their newspapers celebrate in exultant and lyrical terms the triumphs of the men who sent up a great cry to heaven when their leader declared that they rejected the policy of Locarno and—to avoid all misunderstanding—stated that their demands would not be modified even if the Allied troops on the Rhine were withdrawn and the eastern frontiers of Germany rectified. These men are largely ex-Servicemen.

Dr. Stresemann's Plight.

A few days ago Dr. Hertel, the Minister of Justice, declared that there would be no Eastern Locarno, and held up Frederick the Great, who robbed the King of Poland of vast tracts of territory, as the example of a man who understood Germany's policy in the East. That threat made so deplorable an impression in Warsaw that Dr. Stresemann tried in his speech at Bad Oeynhausen to undo the mischief done by his colleague.

"In regard to the discussion about the Eastern Locarno," he said, "I must point out that our relations with our eastern neighbors, especially with Poland, were regulated by agreements actually made in Locarno." And he called to mind the fact that the present Cabinet had emphasised its acceptance of these agreements.

The Nationalists in the Government certainly recognised these agreements—but is that why they ran away from Berlin while their friends outside the Cabinet were applauding the Steel Helmets' attack on these Locarno agreements?

To Restore Monarchy.

These members of the Cabinet have sworn fidelity to the Republic, but that does not prevent the leader of the party, Count Westarp—who is not in the Cabinet—from declaring, at Rostock, that the party remains firm in its determination to make Germany again an Empire with a Kaiser, and the right wing of the Nationalists, to which Count Westarp belongs, passed a resolution on Saturday in which the duty of loyalty to William II was enunciated, and they sent a telegram to Doorn to tell their Kaiser and King that they respectfully renewed their vows of fidelity to his imperial and royal person.

If the Nationalist Ministers in the present Cabinet desire to be thought sincere they have no other course except to quit the party which denounces the foreign policy they profess to accept and the Republican régime which they have undertaken to protect.

Dr. Stresemann is greatly to be pitied. His protestations will convince nobody of the sincerity of his colleagues. On the contrary, their equivocal behaviour gives cause for profound mistrust and prescribes the utmost caution in our dealings with the Government in which they are the strongest force.

It was necessary also that the various commercial banks should specialise in different trades. A bank without trade could do no business, and it was their duty to assist trade. Specialisation did not necessarily mean that the bank would concentrate upon that branch of which it had special knowledge, but it could be depended upon when other banks sought its advice. The Bank would wish not only to finance but also to regulate the trade and prevent undue credit. If Chinese and foreign banks and firms united in support of such an institution it would help greatly to improve trade conditions, and prevent further panics and crises.

Rotarian Bien was heartily thanked for his interesting address by Rotarian Fairchild—Peking and Tientsin Times.

SAIGON RICE MARKET.

GOOD DEMAND FROM
SHANGHAI.

The Compagnie de Commerce & de Navigation d'Extrême-Orient, in their market report, dated Saigon, May 31st, state:

Our market remains very strong with an upward tendency due more especially to a good demand from Shanghai, and also to some extent to the poor supply of paddy.

There is nothing to report as to rice meal and broken.

The total amount of rice exported from January 1st to May 15th, 1927, is 670,011,584 tons against 591,552,436 tons in 1926.

We quote to-day white Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$8 per picul of 134 lbs. f.o.b. Saigon; 12s. 5d. per cwt. f.o.b. Saigon; Yen 8.60 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong \$7.50 per picul of 134 lbs. f.o.b. Saigon; 12s. 5d. per cwt. f.o.b. Saigon; Yen 7.95 per picul of 134 lbs. f.o.b. Saigon.

For June/July shipment.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 7th 1927	
H.K. Bank	\$1,075 nom.
Do., London	\$115 nom.
Chartered Bank	\$220 nom.
Mercantile Bank, A. & B.	\$200 nom.
Do.,	\$213 1/2 nom.
P. & O. Bank	\$29 1/2 buy. & sel.
East Asia Bank	\$65 nom.
Union Insurance	\$320 nom.
China Underwriters	\$9.50 nom.
North China Ins.	\$1.45 buy.
Union Insurance	\$377 buy.
Yangtze Insurance	\$40 nom.
China Fire Insurance	\$300 buy.
Hong Kong Fire Ins.	\$600 nom.
Douglases	\$31 nom.
Steamboats	\$22 1/2 buy.
Hong Kong Tugs	\$1.10 nom.
Indo-China (Prof.)	\$30 nom.
Do. (Def.)	\$95 sel.
Shanghai Transp.	\$8 1/2 sel.
Star Ferries	\$134 sel.
Waterboats	\$144 buy.
China Sugars	\$15 sel.
Malayan Sugars	\$31 nom.
Benguet	\$1.70 buy.
Kailash Mining Ad.	\$5/- buy.
Langkats (combined)	\$1.24 buy.
Do. (single)	\$1.24 buy.
S'hai. Explorations	\$1.4 buy.
Shanghai Loans	\$1.7 buy.
Ranb.	\$4 nom.
Tronoh Mines	\$1/- nom.
Ural Caspian	\$8/- nom.
H.K. & K. Wharves	\$1.44 buy.
H.K. & W. Docks	\$38 nom.
Hongkows	\$1.14 buy.
New Engineering	\$1.80 buy.
Shanghai Docks	\$1.106 buy.
H.K. & S. Hotels	\$6.90 sel.
H.K. Land	\$4 buy.
Hong Kong Realty	\$15 sel.
H.K. Territorials	\$14 nom.
Bunphreys & Co.	\$13 nom.
Prince's Buildings	\$9 nom.
Rural Lands	\$14 nom.
Evo Cottons	\$1.70 nom.
Oriental	\$1.210 nom.
Shanghai Cottons (old)	\$1.51 buy.
Do. (new)	\$1.26 buy.
China Buses	\$1.7 buy.
H.K. Tramways	\$21 sel.
Peak Trans (old)	\$15 nom.
Do. (new)	\$5 nom.
Singapore Traction	\$19.6 nom.
Taxis	\$1 nom.
Amusements	\$204 buy.
Canton Ice	\$5 nom.
Cements (combined)	\$7.10 buy.
Do. (old)	\$64 buy.
Do. (new)	\$1 sel.
China Light (comb.)	\$14.20 buy.
Do. (old)	\$104 buy.
Do. (new)	\$74 buy.
China Provident	\$1.40 buy.
Constructions	\$2.30 nom.
Dairy Farms	\$14 buy.
Der. A Wings	\$6 nom.
H.K. Electric	\$4 sel.
Macao Electric	\$35 buy.
H.K. Ropes (old)	\$10 nom.
Do. (new)	\$5 nom.
Lane Drawfords	\$7 sel.
Mackintosh	\$15 nom.
Sincores	\$4 nom.
United Asbestos	\$20 nom.
Wataons (old)	\$11 nom.
Wm. Powells	\$6 nom.
Telephones	\$3.70 nom.
buy.—buyers; sel.—sellers; nom.—nominal.	

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June 7th, 1927.	
ON LONDON.—	
Telegraphic Transfer	2/-
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	—
Credit, at 4 months' sight	2/0 1/16
Documentary Bills, 4 months' sight	2/1
ON PARIS.—	
Bank Bills, on demand	1240
Credit, 4 months' sight	1,315
ON NEW YORK.—	
Bank Bills, on demand	49 1/2
Credit, at 30 days' sight	50 1/2
ON HONGKONG.—	
Telegraphic Transfer	134
Bank Bills, on demand	134
ON CALCUTTA.—	
Telegraphic Transfer	134
Bank Bills, on demand	134
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	104 1/2
ON YOKOHAMA.—	
On demand	93
ON MANILA.—	
On demand	84
ON SINGAPORE.—	
On demand	121
ON BATAVIA.—	
On demand	nom.
ON HAITHONG.—	
On demand	nom.
ON SAIGON.—	
On demand	92 1/2
GOVERNMENT, Bank's Buying rate	\$9.65
GOVERNMENT, 100 fms. per tal.	—
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[A.P.B.]

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Leave Hong Kong	June 23rd	July 21st	Aug 25th
Arrive Shanghai	" 26th	" 24th	" 28th
Leave Shanghai	" 29th	" 27th	" 31st
Arrive Tsingtau	July 1st	" 29th	Sept. 2nd
Leave Tsingtau	" 1st	" 29th	" 2nd
Arrive Wei-haiwei	" 2nd	" 30th	" 3rd
Leave Wei-haiwei	" 2nd	" 30th	" 3rd
Arrive Taku Bar (for Tientsin & Peking)	" 3rd	" 31st	" 4th
Leave Taku Bar	" 6th	Aug. 4th	" 8th
Arrive Chingwangtao	" 7th	" —	" —
Leave Chingwangtao	" 7th	" —	" —
Arrive Dairen	" 8th	" 11th	" 9th
Leave Dairen	" 12th	" 9th	" 18th
Arrive Taku Bar	" —	" —	" 19th
Leave Taku Bar	" —	" —	" 20th
Arrive Wei-haiwei	July 13th	Aug. 10th	" 21st
Leave Wei-haiwei	" 13th	" 10th	" 21st
Arrive Tsingtau	" 14th	" 11th	" 22nd
Leave Tsingtau	" 15th	" 12th	" 23rd
Arrive Shanghai	" 17th	" 14th	" 25th
Leave Shanghai	" 23rd	" 20th	Oct. 1st
Arrive Hong Kong	" 26th	" 23rd	" 4th

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THE PROSPERITY OF AMERICA.

REVERSE SIDE OF THE MEDAL.

POVERTY OF THE FARMS.

[BY NORMAN ANSELL.]

The European who visits the United States goes normally, of course, to the cities and large towns. He finds in the luxuriousness of the hotels, the magnificence of the thirty-story office buildings, the marble and alabaster railway stations, the pound-a-day wages of unskilled workers with motor-cars and creased trousers—he finds in all this not merely a standard which he does not know at home, but a standard of which the history of the past furnishes no counterpart. And he says: "This is America the Golden!" But it is less than two-thirds; possibly it is not more than half, America—although it is certainly the most visible half.

If the visitor would leave the towns and go on to the farms—particularly in the South and South-West, in the Dakotas, in the wheat belt—he would find a difference of standard so great in degree from that of the cities as to make an entirely different kind of life. No longer an air of lavishness and prosperity, but an oppressive atmosphere of poverty and insolvency; of decrepit and tumble-down houses, poor food, shabby clothing, anxiety, debt, and hopelessness. And this is certainly a third, perhaps more, of the golden America.

Urban Ignorance.

The town-bred American, whom the ordinary European visitor meets, will deny the truth of the picture, and the denial will often be sincere. For already we have in the American cities a generation that has not known the soil, and knows next to nothing of the conditions which obtain on the farm. The town American does not learn the facts, because a journalist or politician or business man, who should tell them, runs the risk of being proclaimed a pessimist, a calamity howler, a "knocker"—renegade and traitor to the great cause of universal boosting. And when the facts can no longer be hidden, when bank failures in even the best of the agricultural centres run into hundreds, when farms are simply abandoned, so that anyone who wanted could go and squat on them; when Farmer Bloes form in Congress and Farm Relief Bills press for legislative or executive sanction—then the townsman will plead that this condition is exceptional and temporary, due to the inflation of land values just after the war, and so forth.

The Two Americas.

But this "exceptional and temporary" condition has been the usual condition for more than a generation. This present writer passed a period of his adolescence on American farms; knew intimately the conditions of many a farming family; has maintained for thirty years friendships with American farmers, and has known the ups and downs of their fortunes during that time. What those personal contacts point to is what all the statistics reveal, namely, that the much-heralded American prosperity has never reached the farm at all.

Perhaps the most amazing thing in the whole situation is the ignorance of the average town-bred American of the conditions of his own country in this respect. He realises little of the deep and vast gulf which now separates the two Americas, the America of the town and of the America of the farm. The real class struggle in this country is not as between the town worker and the town capitalists, it is as between the man on the land and the present industrial organisation emanating from the cities. Social unrest has not its main roots among the "proletariat" as the European understands that word (the American worker is pretty successfully induced to acquiesce in a system which gives him better wages than to college professors and doctors). It has its roots in the tillers of the soil, who are often themselves theoretically "capitalists"—nominal, that is, owners of the farms. And the situation, incidentally, is a pregnant commentary on the economic hollowiness in certain circumstances of private property in itself as the basis of economic security.

The Farmer's Flight.

For, during two generations now, the situation of the American farmer has been this: Since the country produced a surplus of agricultural produce—there being, that is, no agricultural imports—virtually everything that the farmer had for sale had to be sold at a world (a Free Trade) price. But everything that he had to buy, including things like freights as well as things like machinery, clothing and the rest, was bought at a highly protected price. No industry in the world could, year in year out, stand such one-sided treatment, and American farming has not stood it. (Continued on next column).

CHANGED STATUS OF WOMEN.

"NEED NOT BE PENNED UP IN THEIR HOUSES."

BOMBAY MAGISTRATE'S OPINION.

BOMBAY, May 6th.

Some interesting remarks regarding the changed status of women were made by the Chief Presidency Magistrate in the course of a judgment ordering William Baker to pay Rs. 5 monthly towards the maintenance of Mrs. May Gladys Baker, his wife.

Mrs. Baker complained that her husband would not entertain an offer to go back to him after six months' separation, which had been forced on her as he was addicted to drink.

Defendant maintained that he was willing to take her back, provided she left her present job in the post office, so that she could attend to his wants.

The Chief Presidency Magistrate in his judgment said he thought that it was "to the interest of both that she should not leave her service," as defendant admitted that he was in debt. Her income, therefore, would augment his, and that was to his advantage.

"I could have understood the objection if they had any children. In that case respondent would be justified in asking her to stay at home."

"In these days, it is usual and common for women of the social status of the parties in this case to work. This may render them less servile to men, but the old theory of women being entire dependants of men has long ago been exploded. They are now the companions, helpmates and partners of their husbands."

"They are bound to look after the house, but they need not remain penned up in their houses the whole day."

"The complainant, in my opinion, is justified in her apprehension that if she does give up service she will be at the entire mercy of respondent."

BRITISH LABOUR LEADERSHIP.

MR. MACDONALD'S POSITION.

Despite much speculation upon the retirement of the Rt. Hon. J. Ramsay MacDonald, M.P., from the chairmanship and leadership of the Parliamentary Labour party, it can be stated on good grounds that the question of his physical fitness is hardly likely to arise until the beginning of another session. Leadership is decided at the end of the calendar year, and that will be the time for the review of political activities and consideration of the question of Mr. MacDonald's physical ability to sustain the duties of the office.

It is possible that ill-health will compel Mr. MacDonald's resignation at the end of the session, and conjecture already turns upon some half-dozen likely successors, including the Rt. Hon. J. R. Clynes, vice-chairman of the party; the Rt. Hon. Philip Snowden, his old I.L.P. colleague and former Chancellor of the Exchequer; the Rt. Hon. J. H. Thomas, the Rt. Hon. Arthur Henderson, and Mr. James Maxton, chairman of the I.L.P. To this list might be added Mr. Oswald Mosley and Dr. Hugh Dalton, but it would be difficult for any one of them to furnish a leadership suiting all sections of the party.

Meantime manufacturing and the cities were getting their foodstuffs and many of their raw materials at lowest world price, while making the American farmer pay the highest protected price for manufactures.

Now that at last the demand for some equalisation is irresistible, the effort is taking the form of an elaborate piece of State Socialism. The Government is to provide huge loans in order to finance the purchase, holding, or sale at a loss, of surpluses in agricultural produce, and is to collect "equalisation fees" from the producers to repay the Government loans. The device—if it ever becomes law—is almost certain not to work.

This is the biggest and ugliest fly in the amber of American prosperity; but it is not the only qualification of American prosperity. There is the depression in the textile trade; uneasy rumblings in the coal industry; the abuse of instalment buying; the triumph, in spots, of the organised criminal over the forces of organised society; and other warnings. But for those things it is not difficult to imagine the solution as soon as the will to solve them is sufficiently developed. But what characterises the agricultural problem is that even though the will to grapple with the thing be present, the way has so far not become visible. It is the very biggest of the "buts" in American prosperity.

MAKING WORK A PLEASURE.

VALUE OF PSYCHOLOGY IN INDUSTRY.

A NEW REVOLUTION.

"We are engaged in the complete explosion of the superstition that all hours of work are a minus quantity in the happiness of life, and that all hours of idleness are a plus quantity."

Thus the Earl of Balfour, president of the National Institute of Industrial Psychology, when he and the Lord Mayor (Sir Rowland Blanes) met a distinguished company of business men and scientists at luncheon at the Mansion House.

The institute is concerned with the human factor in industry and commerce, and its achievements were briefly described during luncheon—"a test in psychology," it was said—by Sir Alan G. Anderson, president of the International Chamber of Commerce; Sir Josiah Stamp, president of the L.M.S. Railway; and Dr. Charles S. Myers, the director of the institute.

£1,000 Gift.

Sir Alan Anderson, who is a Governor of the Bank of England, announced that the Bank was so satisfied with the results obtained from the scientific tests of candidates for commercial positions by the institute, that

it had decided to subscribe £1,000 towards the fund for providing a laboratory and other accommodation for the furtherance of its work.

"This institute is beginning the second industrial revolution," said Sir Josiah Stamp, "and I hope that England will lead this revolution as it did its predecessor of 150 years ago."

Lord Balfour claimed that the institute was filling a gap which, in the evolution of industry, had not previously been seriously considered. The human side in industry required as much thought as the mechanical side, for the world depended on the smooth working of the industrial machine.

Pernicious Doctrine.

The ludicrous and pernicious doctrine that hours of work were a minus quantity came from our not taking the trouble to make work as near a pleasure as it could be.

"I am a great lover of idleness myself," said Lord Balfour, "and I am always glad to know that there are some hours of the day when no one will ask me to do anything."

"If you were to segregate 100 children, or 100 adults, into two halves of 50, and say to one half, 'You must work eight hours a day year in and year out,' and to the other half, 'You shall never do anything,' the latter would certainly commit suicide before the experiment had lasted very long."

Increasing Output.

The Marquis of Reading said that in the past we had not always been quick in adapting scientific methods to industry, but we had learned and progressed a great deal in recent years.

They were asked to give their support to the institute in its efforts to make the best use of the human material in the various industries of this country, and it was significant and pleasurable to find Lord Balfour still so young as to take up this subject with great enthusiasm.

In these days we were all concerned with the seeking of means to increase output, and were faced with the definite problem of suspicion on the part of the workers of any improvements that were suggested.

But this Institute worked for advantage of both employers and employed, and had the support of both.

It sought for increased efficiency, greater output and better quality of goods.

"GIMLET JIMMY."

BURGLAR WHO SHADOWS HIS VICTIMS HOME.

In view of the renewed activities of a burglar who has become known as "Gimlet Jimmy," people who have charge of the keys of lock-up premises in Lancashire towns are taking every possible precaution for the protection of property.

"Gimlet Jimmy" uses a gimlet to force the catches of windows. He visits the homes of those who have the keys of lock-up shops, and having stolen the keys uses them to enter the shop.

He is said to be so light-fingered as to be able to abstract a bunch of keys from beneath the pillow of their sleeping custodian without disturbing him.

Manchester, Salford, Bolton, and Wigan have all been visited by "Gimlet Jimmy." His latest coup was carried out recently in Chorlton-cum-Hardy, Manchester. His methods involve the shadowing of his victim to his home, and often a long journey in the small hours of the morning from a house where he has stolen keys to a shop to which the keys give access.

TO-DAY ONLY

QUEENS

2.30, 5.10
7.15, 9.20

KING VIDOR'S
PRODUCTION

BARDELYS The Magnificent

Starring
JOHN GILBERT



A Great
Star in
An Epic
of Romance
and
Intrigue

ONE moment—the power behind the state; the next—shorn of his glory, a traitor about to pay for his folly. And all for the love of a girl he had seen but once!

What a gorgeous romance this is! And what a tremendous triumph for John Gilbert as Bardelys, a great fighter but a greater lover! Gilbert and King Vidor, star and director of "The Big Parade" and "La Bohème," in a story by Sabatini, author of "Scaramouche" and "The Sea Hawk." Try to beat that for entertainment!

with
ELEANOR BOARDMAN
ROY D'ARCY
KARL DANF
GEORGE K. ARTHUR
ARTHUR LUBIN

Scenario by Dorothy Fensholt and King Vidor from the story by Rafael Sabatini—Directed by King Vidor

A Metro-Goldwyn-Mayer PICTURE

2.30,
5.15

WORLD

7.15,
9.15



STAR

2.30 to 11.15 p.m.
CONTINUOUS

RAMON NOVARRO

AND

BARBARA LAMARR

IN

THY NAME
IS WOMAN

THE NAVY'S CHOICE

Coates
ORIGINAL

PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1926.

WITH INDEX, PRICE—\$7.50.
On sale at the HONG KONG DAILY PRESS Office.

2nd NEW FARRAR METHOD.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

On 1st May 1926, the HONG KONG DAILY PRESS, 100, Queen's Road, Hong Kong, published the first issue of the THERAPION, a new and original method of treating the various forms of cancer, including the most intractable cases. The THERAPION is a complete and self-contained system, and is the only method of treatment which has been proved to be effective in the treatment of cancer. It is a method of treatment which is simple, easy to learn, and can be carried out by any one who has the necessary equipment. It is a method of treatment which is based on the latest scientific discoveries, and is the only method of treatment which has been proved to be effective in the treatment of cancer. It is a method of treatment which is simple, easy to learn, and can be carried out by any one who has the necessary equipment. It is a method of treatment which is based on the latest scientific discoveries, and is the only method of treatment which has been proved to be effective in the treatment of cancer. 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"Ritz" Soft Felt Hats

Time and experience have proved
"Ritz" Style and Quality.

We are now showing the newest
shapes in useful shades of Grey
and Fawn for Summer wear.

Call and see them at

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MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

WE ARE NOW SHOWING Our New Arrivals of MANILA AND BANGKOK STRAW HATS

Very suitable for present Spring Wear.

These Hats are in all the Latest
Shapes and Shades, and are
Priced from \$6.

Fresh Stocks will Arrive Every Week.

SWATOW LACE CO., LTD.

21, Queen's Road (Next H. K. H. Garage).

After a warm and tiring day—there is
nothing so refreshing as

OUR TOILET EAU DE COLOGNE.

Very Special Offer \$1.25 per large bottle.

Look in at

THE QUEEN'S DISPENSARY,

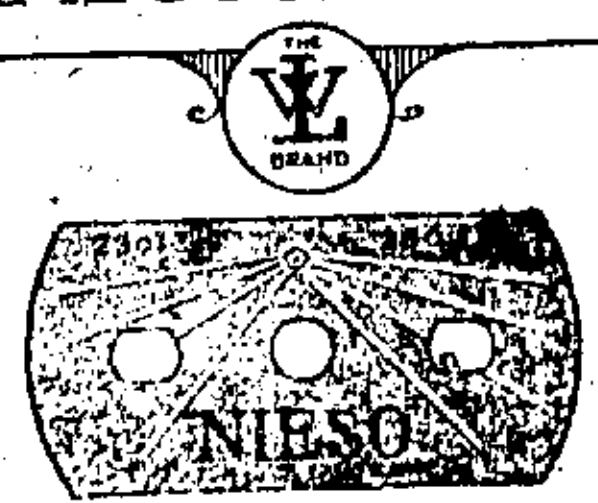
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Tel. No. C. 492.

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NIESO Safety RAZOR BLADE



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QUIK-STROP.

Buy a Quik-strop Strop-
per and save constant ex-
pense of buying new
Blades. A perfect edge
producer, it sharpens two
edges at once, reverses
itself and strops the other
side, only 30 seconds and
all the edges are sharp-
ened.

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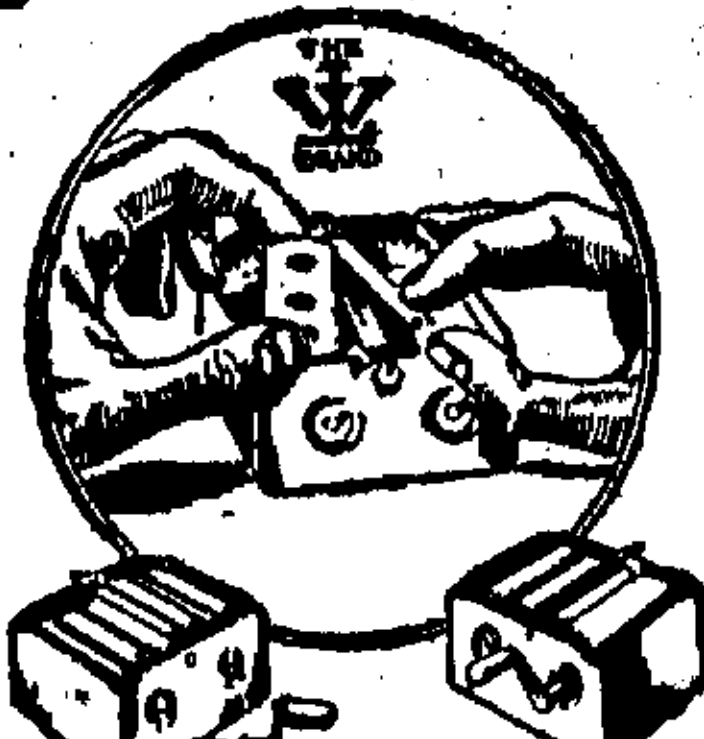
TWO OF OUR STANDARD VALUES.

"Nieso" Safety Razor
Blades. The enormous
demand for this make of
blade speaks for itself and
we would ask every cus-
tomer who has not given
these blades a trial to do
so and they fit every Pat-
tern Gillette Type Razor.
They cost only

65 cents

Packet of 12 Blades

QUIK-STROP



ONE OF WHITEAWAYS STANDARD VALUES

CHINA SUGAR CO.'S AFFAIRS.

LOSSES DUE TO CONTINU-
ANCE OF UNSETTLED
CONDITIONS.

GLOOMY PROSPECTS FOR
CURRENT YEAR.

THE EFFECTS OF THE WAR.

Unsettled conditions and the war
in China were stated to be the main
reasons for the losses experienced
by the China Sugar Refining Co.,
by the Chairman at the 49th annual
general meeting of the Company
held at the offices of the General
Agents, Messrs. Jardine, Matheson
& Co., Ltd., yesterday at noon.

Prospects for the current year
are gloomy, commented the Chair-
man, during his review of the
present situation.

The Hon. Mr. D. G. M. Bernard
(Chairman) presided, and there
were also present Sir Robert Ho
Tung, Mr. H. P. White and
Mr. L. J. Davies (Consulting
Committee), Mr. E. B. C.
Hornell (Secretary), and Messrs.
A. A. Alves, J. Baptista, Chon Po
Sien, F. M. P. de Graça, Ho Leung,
Ho Kwong, Ho Shai Kit, Lo Man
Hin, A. McKirdy, C. Savard-
Remedios, A. M. da Silva and
G. M. Shaw (shareholders).

The Chairman, addressing the
meeting, expressed the "deep sor-
row" of your General Agents and
Consulting Committee at the death
of Sir Paul Chater, C.M.G., which
occurred on the 27th May last year.
Sir Paul had been actively inter-
ested in this Company since 1900 as
a member of the Consulting Com-
mittee and the benefit of his great
experience and advice will be very
much missed in the future.

Continuing, the Chairman said:
I regret the delay in presenting to
you the accounts which is due to
the difficulty we have experienced
in obtaining returns from the
Northern Agencies owing to the dis-
turbed conditions in China and the
necessity of closing down entirely
at some of the Upper Yangtze
River Agencies.

The loss for the past year
amounts to \$29,832.19 after pro-
viding for depreciation on the usual
scale and payment of interest and
all other charges. This with the
debit balance of \$1,503,355.90
brought forward from the previous
year makes the total balance at
debit of profit and loss account
\$1,533,188.09.

Civil War Effects.
During the early months of the
year trade was poor and prices for
our refined products low, but to-
wards the end of the Summer there
was a marked improvement and
there appeared to be every prospect
of closing the year with a fair pro-
fit. But unfortunately the civil
war spread to the Yangtze Valley,
which is our largest market, and
with trade becoming completely
disorganized our hopes of realizing
the expected profit for the year
faded away.

We have a large number of native
agencies in the provinces bordering
on the Yangtze which carry stocks
of sugar and I am glad to say that
so far we have only received advice
of 74 bags having been looted. Al-
though some of these Agencies have
not been able to communicate with
us for months, we do not expect to
have suffered much further loss as
from the time trouble began we de-
cided to carry only light stocks at
these interior Agencies.

Gloomy Prospects.
Prospects for the current year
are gloomy. Prices of Raw Sugar
have been gradually declining for some
months, largely as a result of the
state of affairs in China. Our
selling organization in the Yang-
tze Valley is disorganized. Our
offices in Changsha, Ichang and
Shanghai have been closed for several
months and the staff who handle
the sugar business in Hankow have
been transferred to Shanghai.
Now, North China also appears
likely to be affected and this will
interfere with our sales up there.
Owing to the gradual accumula-
tion of stocks, the refinery had to
close down altogether throughout
February, and since then we have
kept working on a very small scale
which, though expensive, is cheaper
than leaving the refinery idle.

The Accounts.
Turning now to the accounts, you
will observe a note to the effect that
forward commitments for the pur-
chase of Raw Sugar for shipment
in 1927, amounting to approximately
\$2,000,000, were entered into
prior to December 31st. The refinery
of course always has to pur-
chase its requirements somewhat in
advance but until this year no note
of the commitments has been shown
in the Statement of Accounts.
The amount in question represents
3 to 4 months' working under
normal conditions.

FESTIVAL "PIPE" INTER- RUPTED.

THE INEVITABLE
"THIRTEEN."

BUT A GOOD ENDING.

A Chinese dealer in pork, rice and
other concomitants of a Chinese
feast and who had his place of
business at Aberdeen was entertain-
ing thirteen customers on the day
of the Dragon Festival.

These thirteen men went there
with the express purpose of settling
their accounts, and as they proved
to be good clients, the general
merchant, with one eye for future
business, and the other half blinded
with samshu, invited them to share
a pipe with him.

Thirteen is an unlucky number
and while some of the guests had
reached Nirvana and the rest
Utopia, in walked Senior Revenue
Officer G. Watt and took everyone
of them to the police station charg-
ing the master with keeping an
opium divan and the others with
smoking in one.

The merry party appeared before
Mr. R. E. Lindsell, at the Central
Magistracy yesterday, with Mr. C.
A. S. Russ to give the necessary
explanation to the Magistrate.
This he did to the satisfaction of
the Court, and the party was dis-
charged.

ABUSIVE BUS CONDUCTOR.

POLICE SERGEANT
ASSAULTED.

For assaulting a British police
sergeant, an omnibus conductor em-
ployed by the Kowloon Bus Com-
pany was fined \$10 at Kowloon
Magistracy yesterday.

Sergeant Jessop stated that de-
fendant was behaving abusively to
a Portuguese gentleman in Nathan
Road. When he interfered the de-
fendant turned round and struck
him two blows in the side. Defen-
dant refused to accompany witness
to the police station quietly, and
had to be taken there by force.

Mr. L. A. Gutierrez said that he
boarded defendant's bus to go to
the Club de Recreo. The route
sign indicated that the bus was
going to Kowloon City. Witness
told defendant that he wanted to go
through Hung Hom, but the conduc-
tor said the bus was not going that
way and returned the fare. Wit-
ness was standing on the footboard
in the act of alighting when he lost
his balance and grasped the defend-
ant's arm to steady himself. Defen-
dant stopped the bus and seized
him by the arm. Sergeant Jessop,
who happened to be near, arrested
defendant and removed him to the
police station.

advance but until this year no note
of the commitments has been shown
in the Statement of Accounts.
The amount in question represents
3 to 4 months' working under
normal conditions.

You will notice that the overdraft
at Bankers and Sundry Creditors
total \$4,618,144.45. Of this there is
\$1,765,267.13 due to the General
Agents. The charge for interest on
this large sum, amounting to
\$298,755.34, is a heavy drain on the
Company. Last year I drew atten-
tion to this and mentioned that it
might be better to increase the
capital of the Company, and I can
only repeat that when conditions
are more favourable this will receive
the attention of the General Agents
and Consulting Committee.

I do not think there is anything
further that calls for comment and
I now beg to propose the adoption
of the report and accounts as pre-
sented, and when this has been
seconded, I shall be pleased to an-
swer to the best of my ability any
question which shareholders may
wish to ask.

Sir Robert Ho Tung seconded,
and there being no questions, the
report and accounts were un-
animously adopted.

Other Business.
On the proposition of Mr. Ho
Leung, seconded by Mr. Ho Kwong,
Mr. H. P. White, Sir Robert Ho
Tung and Mr. L. J. Davies were
re-elected as the Consulting Com-
mittee.

On the proposition of Mr. A.
McKirdy, seconded by Mr. Choa
Fo Sien, Messrs. Lowe, Bingham
and Mathews, and Messrs. Percy
Smith, Seth and Fleming were re-
elected as auditors of the Company
at a remuneration of \$750 each.
This was all the business of the
meeting.

GOLF.

FANLING WHITSUNTIME
MEETING.

The results of the competitions
played at Fanling during the Whit-
suntide holidays, June 3rd-6th, were
as follows:—

Captain's Cup.

A. Leach, 91-11=80, qualifies.
25 cards taken out.

Bogey Pool.

K. Hunt (4) and D. G. Bruce (10),
all square, divide.
Other scores:
H. H. M. Oliver (12), 1 down.
D. G. Bruce, 1 down.
40 cards taken out.

Medal Round.

H. H. M. Oliver, 88-12=76, wins.
Other scores:
N. L. Smith, 84-7=77
T. D. E. Pondered, 82-3=79
H. G. Hegarty, 80-10=70
28 cards taken out.

Best Ball In Fourballs.

N. L. Smith and Capt. Huxham,
75-7=68, win.
Other scores:
Capt. Morris and Capt. Le Gros,
81-8=73.
J. H. Wood and K. Hunt,
81-8=73.
9 pairs entered.

COUNTY CRICKET.

NOTTS DEFEAT SURREY.

[THROUGH REUTER'S AGENCY.]

LONDON, June 6th.
Notts easily defeated Surrey at
Nottingham by nine wickets, the
game being over in two days. Sur-
rey batting first made 249, the only
outstanding score being 62 by
Shepherd. Notts passed this score
out only by 47, their total being
296, to which George Gunn who is
showing great form this year con-
tributed 72. Surrey collapsed on
going in again being all out 126.
Larwood, the young fast bowler, is
improving even on his last year's
record and took 7 wickets for 35.
Notts secured the 84 runs needed
for victory with the greatest of
ease, losing only one wicket. Wey-
sell made 51 not out. For Surrey
the one bright spot was the very
steady bowling of Geary, a young
professional, who took 6 wickets for
76.

LAWN TENNIS.

THE FRENCH HARCOURT
CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

PARIS, June 6th.
In the French Harcourt Cham-
pionships at St. Cloud, the Men's
Doubles Final resulted in a victory
for Cochet and Brugnon by three
sets to two. Borotra and Lacoste
won the first set, were down 2 sets
to 1, won the fourth set with ease,
but were beaten after ten games in
the final set. Cochet and Brugnon
defeated Borotra and Lacoste, 6-2,
6-2, 6-0, 1-6, 6-4.
In the final of the Women's
Doubles, Mrs. Peacock and Miss
Heine (South Africa) defeated Mrs.
Watson and Miss Saunders (Great
Britain), 6-2, 6-1.
In the semi-final of the Mixed
Doubles, Tilden and Lacoste, de-
feated Alvarez, 6-4, 6-2, but lost
in the final to Borotra and Madame
Bordes by two sets to one, 6-4, 2-6,
6-2.

FAR EASTERN GAMES.

PHILIPPINE ISLANDS
COMPETITORS.

Selected Filipino candidates for
the 1927 Far Eastern Olympic to be
held at Shanghai in August have
been instructed to report for train-
ing on June 14th.

Three track and field stars have
already reported. They are Tab-
lang, 200-metre low hurdles; Eban-
bra, sprints and 100-metre hurdles,
and Sujeico, pole vaulter.

According to Dr. Ylanan the
Philippines are due to register
strong in the track events this
year. In football the Chinese are
expected to lead with a strong
squad. Japan is favoured in
the swimming events, while in
volleyball Hong Kong are expected
to finish somewhere near the top.

TIME CHANGED.

FOR TO-MORROW THEATRI-
CAL PERFORMANCE.

The theatrical performance to be
given at the Leo Theatre by the Yan
Shau Lin Theatrical Company to-
morrow night under the auspices of
the Hong Kong Corps of the St.
John Ambulance Brigade, for the
purpose of entertaining the prin-
cipal Military and Naval Officers
now in the Colony, a number of
selected N.C.O.'s and men, as an-
nounced last week, will now begin
at 9.30 p.m. and not at 9.15 p.m.
as previously stated. A number of
the leading European and Chinese
residents will be present, and H.E.
the Governor and Lady Clementi
are also attending.

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MR. HARRY ORE'S PUPILS.

YESTERDAY'S RECITAL.

A pleasing pianoforte recital was
given at the St. John's Cathedral
Hall yesterday by the pupils of Mr.
Harry Ore. All but two of the per-
formers were girls. Mr. Ore ap-
peared twice with his pupils in
duets, and afterwards he gave the
Valse from "Faust" (Gounod-
Liszt). The pieces—largely of
classical nature, including Gounod,
Mozart, Chopin, Liszt and Rach-
maninoff—were played with good
technique and expression. The
programme was as follows:
March—"Under the Banner of
Victory" (Duet) Blon-
Pizzicato Delibes.
Miss ETHEL BANKER.
The Song of the Robin Warren.
Miss JESSIE WONG.
Coronation March Meyerbeer.
Miss MURIEL GUBBY.
Fragrant from "The Dance of
the Hours" Ponchielli.
Miss IRENE GITTINS.
Serenade Drigo.
La Coquette Borovsky.
Miss PHOEBE TO.
Madrigal Lack.
Miss ELVIRA ROSARIO.
Cradle Song Essipoff.
Marionette's Funeral Gounod.
Master DONALD ANDERSON.
Au Matin Godard.
Murmuring Brook Poldini.
Miss GRACE HO TUNG.
Sonatina for 2 pianos Mozart-Grieg.
Consolation Liszt.
Gavotte Elgar.
Miss ROSE CHOY.
Impromptu in A flat Schubert.
Miss HILDA XAVIER.
Habanera Chabrier.
Miss WINIFRED KEW.
Romance for 2 pianos Arensky.
Valse in A flat Chopin.
Miss MYRA GUTIERREZ.
The Lark Glinka-Balakirew.
Valse in G flat Chopin.
Miss DAISY MA.
Valse in A flat Brahms.
Second Mazurka Godard.
Master HENRY KEW.
Liebestraum Liszt.
Prelude in G minor-Rachmaninoff.
Miss ALDA LEON.
Valse from "Faust" Gounod-Liszt.
Mr. H. ORE.

ST. PETER'S CHURCH NOTES.

PRINCIPAL EVENTS FOR JUNE.

The following extracts are taken
from St. Peter's Church Monthly
Leaflet for June:—

St. Peter's Day.

Wednesday, June 29th, is the
Patronal Festival of the Church.
There will be Holy Communion at
7.15 a.m. and the Festival Evensong
at 6.30 p.m. St. Peter's as a
Church has much to be thankful
for, and the past year has seen
steady growth both in numbers and
Church activities. Last year the
congregations on St. Peter's Day
were very good, and it is hoped
that this year they will be even
better.

Chaplain Fund.

The response to the appeal made
by the Church Council to the mem-
bers to help raise \$1,500 by Free-
will Offerings, has not been as satis-
factory as anticipated, and the
Hon. Treasurer of the above Fund
(Miss Ruby Mow Fung) requests
that every individual member of the
congregation, who has not yet given
his or her support, will do so as
soon as possible. Up to the pre-
sent, in actual cash \$356.25 has
been received.

It is realised that the work of the
Church would be greatly helped if
it could have a full time Chaplain
of its own, and as all are anxious
that this should come to pass, it is
up to every member of the con-
gregation to do his or her bit, how-
ever small it may be.

Young Men's Club.

Members of St. Peter's Young
Men's Club are reminded that a
general meeting is to be held in the
Club House on Friday, June 17th,
at 8.30 p.m.

The next moonlight picnic will
be held on Wednesday next week.
The launch leaves Queen's Pier at
8.30 prompt and the charge is 60
cents for members and ladies and
80 cents for non-members.

In addition launch picnics are
held every Saturday leaving
Queen's Pier at 8.30 p.m.

On June 29th a lantern lecture
will be given by Dr. Osman on
"Our Secret Enemies" at 8.30 p.m.
on the roof of the Club House.

THE STRIKERS AND THE BONUS.

HALT IN RAISING OF FUNDS.

PROPERTY OWNERS' REQUEST.

(FROM OUR CHINESE CORRESPONDENT.)

Now that the strikers associated with the 1925 anti-British boycott have announced that they will not disband their organisation, even though they are paid their promised bonus, until all have been found work, there has been a halt in the raising of funds. The merchants are asking the Kuomintang to issue a definite statement informing the public whether or not property owners will be able to reclaim the houses occupied by the union played once the bonus question has been settled.

Labour tyranny still manifests itself in many ways. Two shops in the northern section of the city are now occupied by *fuks* who have been dismissed, but refuse to go. They board and lodge on the premises despite the protests of their former employers who have, so far, been unable to secure assistance either from the Police or the Kuomintang Bureau of Agriculture and Labour.

General Fan Shih Shang, the Yunnanese Commander, who was Garrison Commissioner of Canton under the late Dr. Sun Yat Sen, passed Wuchow on Saturday for Posh, Kwangsi, on his way to Yunnan. It is said that he will participate in a movement to bring Yunnan under Kuomintang control and that he had been provided with money for this purpose. The 4th Brigade of the 7th Corps from Kwangsi is arriving at Canton to assist in local defence.

Mr. Albert Hong Sing Chuck, formerly of Hankow, has been appointed Commissioner of Public Highways at Canton. Mr. Chuck is a civil engineer. He graduated from Stanford University in America and was for a time resident in Honolulu.

The time honoured practice in Canton of securing some form of guarantee that a prisoner will be of good behaviour if released is causing considerable hardship to many of those who have been arrested for political offences. In the old days it used often to be a mere matter of form to get some firm to affix its "chop" to a document that the person concerned would not cause further trouble to the Authorities. Now all that is changed. There is so much suspicion that no one in Canton will lightly guarantee anyone else. Just recently a well-known merchant had his property confiscated because at one time he was good enough to recommend a friend for a job in a bank and the friend disappeared during the anti-British campaign. The guarantee, in itself, is possibly of little consequence but it can be used to dire purpose if the Authorities think it worth while. Therefore, some hundreds of young men now in the prisons at Whompo and elsewhere, who could secure their release to morrow on a commercial guarantee, have to remain where they are because these guarantees are not forthcoming.

Mr. Chen Hsi Tseng, acting Director of the Political Department of the General Headquarters in Canton, summoned the Canton pressmen to a conference yesterday afternoon and advised them to start a campaign against the landing of Japanese troops on Chinese soil. It was stated that the Japanese were landing troops in China in order to assist Chang Tso Lin. On Monday the students of Sun Yat Sen University also called a meeting of representative Chinese organizations in Canton to protest against the landing of Japanese troops in North China, and the Southern Chinese are threatening a boycott of Japanese goods.

(Continued on next Column.)

CHINA NAVIGATION COMPANY.

OFFICERS AND THE WAGES CUT.

STRIKE NOTICE EXPIRES 29th.

The time limit set by the guilds of the deck officers and engineers of the China Navigation Company, Ltd., for a reply to their demands regarding the ten per cent. wages reduction imposed two months ago, expired on Monday.

On enquiry yesterday we were informed that the matter is still being discussed in Shanghai. It is known that an acknowledgment has been received from the Company, and that a meeting in connection with negotiations was held in Shanghai on Monday night, but up to last evening no further news regarding the matter had been received in Hong Kong by the local Guild Offices, although the situation was undoubtedly explained at the meeting referred to, and probably some decision was reached.

There is a meeting of the Marine Engineers' Guild of China (Hong Kong Branch) this evening, and it is expected that definite news will be available from Shanghai to-day.

The officers and engineers are understood to be solidly in favour of striking at midnight on June 29th, failing the Company's agreement to cancel the reduction, and further to refund the total amount already deducted, or, alternatively, the Company's agreement to abide by the decision of a Court of Arbitration on the subject under dispute.

RIVER LEVELS.

KWANGTUNG CONSERVANCY BULLETIN.

West River at Shading: June 5th, 9ft. 2ins.; June 6th, falling; highest level on record 41 feet; lowest on record 6in.
North River at Tsingyuen: June 5th, 10ft.; June 6th, rising; highest level on record 25ft. 7ins.; lowest 6in.
North River at Samshui: June 5th, 4ft. 7ins.; June 6th, 5ft. 4ins.; highest level on record 27ft. 3ins.; lowest 5ft.
East River at Sheklung: June 5th, 6ft. 6ins.; June 6th, 6ft. 5ins.; highest 15ft. 2ins.; lowest 3ft.

Chinese workers at the Japanese godown at Honam and at the Nan yang Godown have gone on strike. Their demand is that an amount of labour capable of handling 2,000 tons of cargo daily be put on a permanent employment basis. They object to the present system of taking on daily only as many hands as are necessary to do the day's work.

The Pui Ching Baptist Academy in Tungshan, Canton, one of the very few Christian schools in the Southern Capital still operating, is now being attacked by the "anti-imperialists." Mr. Wong Kai Ming, M.A., president of the Academy, is being denounced because of his supposedly unsympathetic attitude towards the present Government in Canton.

The Society for the Extension of the anti-British Boycott, organized at the instigation of the Soviet Mission to South China, is now practically non-existent in Canton. The "Reds" who were its leading lights have all departed since the *coup d'etat* of April 15th. During the last fortnight, no less than three meetings were called to discuss carrying on the anti-British campaign, but no quorum was obtained in either case. The merchants nominally represented in the Society stayed away, and as they would now like to make a little money the more moribund the Society becomes the better will they be pleased.

THE CANTON-KOWLOON TRAIN SERVICE.

The Chinese Authorities are now trying to arrange for two express trains daily between Canton and Kowloon and are seeking to borrow locomotives from the British Section of the Line. Each locomotive so borrowed would cost the Chinese Section at least \$80 dollars a day. Since the resumption of the daily express on the Chinese Line an average of about 200 passengers are carried and this number is far less than was at first expected.

JUDGMENT FOR O.S.K.

DISPUTED LEASE TO MANAGER OWNER.

"PLAIN AND UNAMBIGUOUS LANGUAGE."

At the Supreme Court yesterday morning, His Lordship Mr. Justice J. R. Wood (the acting Chief Justice) delivered judgment in the case in which Lam Kau Mow and Chan Tong sued the Osaka Shosen Kaisha in respect of a lease of premises known as Nos. 18, 18a, 18b and 18c, Macdonnell Road.

His Lordship found for the defendants (the O.S.K.) on all claims with the exception of a claim for \$1,012.50, of which he found for the plaintiffs.

The plaintiffs alleged the premises were leased to the O.S.K. on August 18th, 1918, for a term of six years, with the option of an additional four years. They claimed that the option had been exercised, but this was denied by the defendants, who said the lease was signed by a former Hong Kong manager personally and his signature was not binding on the firm.

Mr. Eldon Potter, K.C., together with Mr. F. C. Jenkin, were for the plaintiffs, and Mr. H. G. Sheldon defended.

His Lordship said the lease was signed by Mr. K. Yamasaki, with the words, "Manager of the Osaka Shosen Kaisha," but those words seemed to him to be merely descriptive. The language of the document was plain and unambiguous, and Mr. Yamasaki executed it under the designation of "lessee."

After considering the circumstances, his Lordship concluded that the option for a further term of four years contained in the lease was not one which it was at any time up to the defendant company to exercise. It was not alleged that the option was exercised by Mr. Yamasaki, and the lease, therefore, with all rights, expired at due date on August 15th, 1924, and that, to his mind, disposed of the principal issue of the case.

In the alternative, the plaintiffs had applied for a declaration that the defendant company was estopped from giving up their tenancy by a letter in reply to a proposal to raise the rent in which they declared they had the right to continue in the premises for a further three years at the same rent, and could not accept the increase. They could not, however, claim estoppel on those grounds as the authorities clearly showed.

The plaintiffs alternatively claimed a declaration that the defendants were tenants from year to year, and therefore their notice to quit on August 11th, 1926, did not determine their tenancy.

The Prevailing Custom.

Following the prevailing custom in the Colony with regard to tenancies arising otherwise than by lease, his Lordship held that the defendants' tenancy was in fact a monthly one, and the notice to quit was, therefore, valid.

With regard to a further claim for \$1,012.50, being an amount of 15 per cent. in excess of the rent paid from December 10th, 1925, and September 15th, 1926, which had been paid into court with a denial of liability, his Lordship said he considered that the defendants were liable on that claim.

His judgment was for the defendant company, except on the claim for payment of \$1,012.50, on which claim his judgment was for the plaintiffs. The plaintiffs would pay their own costs incurred after the date of the payment into court, and each party would pay their own costs incurred prior to that date.

THE MORTGAGE CASE.

FAILURE OF BROTHERS' CLAIM.

EVIDENCE OF FALSE REPRESENTATION.

STRONG COMMENT BY THE JUDGE.

Judgment was delivered by the acting Chief Justice (Mr. Justice J. R. Wood) at the Supreme Court in the case in which two brothers, Loo Kwong Lam and Loo Kwong Hin, asked that a \$300,000 mortgage on Hong Kong property should be set aside on the grounds that they were "infants" in law at the time of the execution of the deed. The hearing of the case lasted over a week.

His Lordship found that the brothers had fraudulently misrepresented their age in becoming parties to the mortgage, and in consequence he refused to grant any of the plaintiffs' declarations or to make any order set out of the statement of claim absolutely, until the record had been amended by the inclusion of necessary parties and further, on condition that the plaintiffs, by way of restitution, repaid in full the mortgage debt and interest.

It will be remembered that apart from asking for the setting aside of the mortgage in question, the plaintiffs further sought a declaration that as regards the plaintiffs' interest in one third part of the whole of the property the indenture of mortgage was null and void; a declaration that the consent to repay was inapplicable to the plaintiffs; a declaration that one third of the mortgaged property was vested in the defendants as trustees; and an order by the Court that the defendants do not execute an assignment in favour of the plaintiffs of an interest in the property equivalent to one third of the whole.

Mr. Eldon Potter, K.C., with Mr. H. G. Sheldon, instructed by Mr. D. L. Strellett, were for plaintiffs, and the defence was conducted by Mr. F. C. Jenkin, instructed by Mr. G. G. N. Tinson.

His Lordship, in his judgment, found in fact that the two had been "juniors" at the date of execution of the mortgage but also found that they had made "a false and express representation, knowing the same to be untrue, with intent to deceive the defendants (the mortgagees, Messrs. Li Koon Chan and Kan Tong Po) and to obtain thereby an illegal advantage."

After expressing it as his opinion that the plaintiffs had satisfactorily discharged the onus of establishing the fact of infancy at the date of execution of mortgage, His Lordship said that they had asked the Court to believe that they signed the respective documents without due appreciation of their contents. Lam had professed himself ignorant that legal infancy in Hong Kong lasted until the attainment of twenty-one years of age.

Not Consistently Truthful.

"I do not for one moment accept this assertion of ignorance," said His Lordship. "The intelligence of both plaintiffs is alert and their sense of self-interest is keen. Also, it was plain throughout their evidence that they were not consistently true witnesses. From their demeanour I have been led to disbelieve them both on this point."

The plaintiffs had, to his mind, continued His Lordship, disingenuously denied that the documents in question were ever explained to them by Sung, the interpreter, whose duty it was and who had since died. Evidence, however, had been given which His Lordship accepted, to show that the interpreter in question was observed spending about half an hour in the interpretation of the documents to the plaintiffs, including the deed of release. This alone was sufficient to lead His Lordship to believe that the representation of majority in this deed, was noticed and appreciated by the plaintiffs.

But there was further evidence as to Lam having announced in a solicitor's office that he was of age and of it having been stated in Hin's presence and with his acquiescence that he also was of age. These items in evidence indicated that the question of their age and the possible disability resulting from their minority was brought to their notice on the date that the contract was executed.

His Lordship found that the plaintiffs' fraud was fraud in the full sense of the word, but added that a fraudulent plaintiff might equally with an innocent plaintiff be entitled in the proper circumstances to obtain a judgment declaratory of his legal rights. In the present proceedings, the plaintiffs—who had been fraudulent—would, therefore, be required to make sufficient restitution before they could succeed in any part of their claim.

Not To Plaintiffs' Prejudice.

Referring to the declarations for which the plaintiffs had applied, His Lordship continued that what ever might be the substantial merits involved it was, in his opinion, not open to him to grant them, as they involved the rights of four brothers who were co-mortgagors.

It had been submitted for the plaintiffs that the contract between themselves and the defendants was null and void *ab initio* under the rule of Common Law, by which all contracts made by an infant, which were prejudicial to the infant were absolutely void. After dealing with the facts on the point, his Lordship said that the mortgage had resulted in neither benefit nor prejudice to the plaintiffs. There had been objections raised to that contention, which all had a certain weight, but having regard to all the circumstances it seemed impossible to classify the mortgage as one manifestly to the prejudice of the plaintiffs. So far, therefore, as they claimed a declaration that the contract was at all times null and void under the Common Law, it must, in His Lordship's opinion, fail.

Would Succeed in England.

In England the contract would be void by Statute under the provisions of the Infants' Relief Act, but in this Colony it was not rendered void by any ordinance. He would assume that the contract was one voidable by the plaintiffs, and that there existed a considerable doubt whether in that case the Court in the exercise of its discretion would grant a declaration that at the date of the present writ it was in fact null and void. In his view the Court would rightly refuse to grant a declaration.

"Infants" Contracts.

The matter did not end there. Voidable contracts of an infant were of two kinds. Firstly, those that became valid, *i.e.*, of perfect obligation on both sides, and those which remain invalid until confirmed by majority by the "infant."

The fundamental principle which applied was the maximum "He who seeks equity must do equity." The fraudulent contractor must make restitution to the party prejudiced through his fraud, and equity here draws no distinction between the infant and the person *non juris*.

In his Lordship's view the position in the case was as follows:—The non-fulfilment of their obligation in equity might deprive the applicants of the assistance of the Court in obtaining relief from the provisions of the contract, which was a different matter from a general affirmation of the validity of the contract as a whole or in part. It seemed to him likely that the defendants could not succeed in an action brought to recover their advance, and to conclude his Lordship refused to grant any of the declarations unless on condition that the plaintiffs by way of restitution repaid in full the mortgage debt and interest. The plaintiffs would have to pay all costs in the proceedings, except costs as signable to the issue of infancy, which the defendants would pay.

Question Of Victimisation.

After delivering judgment, his Lordship stated that the plaintiffs had declared that Mr. Sung Tsui Lam, a Chinese interpreter formerly employed by Messrs. Hastings, Denny and Bowley, had demanded from them as a price for his services the sum of 10 per cent. on the value of whatever they recovered from the trustees, and also that at a later date Mr. Sung demanded an additional 5 per cent. on behalf of Mr. Leung Wing Cheung, interpreter to Messrs. Wilkinson and Grist.

According to their evidence this sum was paid by them and it is significant also that a cash credit of 10 per cent. approximately was retained by Mr. Sung afterwards in his own banking account, and a further 5 per cent. was paid by him to Mr. Leung. Mr. Sung had since died and his evidence was not, therefore, available either to confirm or contradict this story.

Mr. Leung, while admitting the receipt from Mr. Sung had sworn that it was paid to him on another account altogether. It was not material to assess the credibility of the evidence. It would be difficult to record a final decision without Mr. Sung's evidence, but the plaintiffs and their four brothers, had, in this matter, been victimised by their agents in a way for which they themselves were in a large measure to blame.

An Appeal?

Mr. Sheldon (for plaintiffs) asked if it was in order at that stage to apply for a stay of execution pending an appeal.

Mr. Jenkin commented that in regard to costs he would oppose the application as the plaintiffs mostly lived in Macao and recovery would be difficult.

His Lordship said that doubtless what Mr. Sheldon was thinking of was with regard to the property which the defendants proposed to sell. He would make an order that the option as to sale should not be exercised by the defendants within 14 days. There would be no stay of execution as to costs.

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NOTICE IS HEREBY GIVEN that Certificate No. 5/NS 8844 dated Hong Kong, 20th July, 1923, for Twelve Shares, Numbered 13033/13054 inclusive, and Certificate No. 5/NS 10416 dated Hong Kong, 6th April, 1925, for Six Shares Numbered 55740 to 55750 and 131549 inclusive, all registered in the Name of AUGUSTE MAURICE CHEAMRON, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th JUNE, 1927, New Certificates for the Shares will be issued and the aforesaid Certificates Nos. 5/NS 8844 and 5/NS 10416 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. C. HYNES,
Acting Chief Manager
Hong Kong, 11th May, 1927. [4909]

PUBLIC AUCTION
BY ORDER OF THE MORTGAGEE.
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SITUATE at VICTORIA, HONG KONG, registered at the Land Office as SECTION A of INLAND LOT No. 17, Together with all Buildings thereon known as Nos. 38 & 40, Queen's Road Central and No. 14, Stanley Street to be sold by PUBLIC AUCTION on Monday, the 20th day of June, 1927, at 3 o'clock P.M., by Mr. E. V. M. R. De Sousa, the Auctioneer, in his Auction Room, No. 4, Duddell Street, Hong Kong.
For further Particulars and Conditions of Sale, Apply to:—Dr. S. W. T'so, Solicitor for the Vendor, No. 26, Des Voeux Road Central or to Mr. E. V. M. R. De Sousa, the Auctioneer, Hong Kong, the 19th day of May, 1927. [4908]

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NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hong Kong Hotel, Hong Kong, on THURSDAY, 9th JUNE, 1927, at 11 A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ended 30th April, 1927. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 4th JUNE to FRIDAY, 10th JUNE, 1927, Both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong 30th May, 1927. [4974]

NOTICE.

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BIRTH.

RITCHIE.—On June 7th, at the Peak Hospital, to Mr. and Mrs. ARCHIBALD RITCHIE, a son. [5009]

DEATH.

WILSON.—In Edinburgh, on June 6th, as the result of a traffic accident, ROSSALD MALCOLM, the beloved younger son of Mr. and Mrs. P. DOUGLAS WILSON, of Hong Kong, aged 10 years. [5006]

Hong Kong Office: 14, Chater Rd.
London Office: 21, Bride Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 8th, 1927

THE CHINESE IN THE STRAITS SETTLEMENT.

The problem agitating the Malay Government at the present time is the political activity of the Chinese. There is in existence a boycott of the Municipal Tramway system following the shooting incident a short time ago when the Chinese were given permission to hold a meeting in honour of SUN YAT SEN, provided that no speeches were made.

There is always an economic side to every question connected with the Chinese and in this case it is said that the boycotters are being encouraged by propaganda subsidised by the owners of the motor buses which compete with the trams and are reaping handsome profits while the boycott lasts. One method of propaganda is through the private schools. These are frequented chiefly by the Hylams after dinner, and are inspected occasionally by a Chinese accompanied by a European Inspector of Schools. As a result of unannounced visits much literature of an inflammatory nature has been discovered, with the result that many of the schools have been closed while the Chinese Inspector of Schools has been forced to resign,

INTIMATIONS.

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HONG KONG DISPENSARY. [50]

owing to the usual threats sent to him, and also because of the suspicious characters, obviously bent on mischief, who beset him at various times.

It was the Hylams, some say, who provoked the outbreak. These are the Chinese from the island of Hainan, who specialise in domestic service. They complained that the planter folk treated them roughly and called them "boy" and that the time had come to assert their independence. Although a general strike of servants was threatened it did not materialise though many foreign houses have lost their staffs.

It is difficult to understand this attitude as the service is quite voluntary, and is obviously accepted because it is highly remunerative and comparatively light. There is no compulsion of any sort and if it is disliked the obvious course for those engaged in it would seem to be to take up other occupations where they might be called carpenters, painters, ironsmiths, or any other name not so derogatory to their dignity. Many are said to have returned to their native island (some voluntarily and some, no doubt, much against their will), where they will contrive methods to achieve their object, or, more probably still, reflect that after all service in Singapore was not without its advantages.

In all this the sinister figure of Russia looms in the background. Immigrants with the stereotyped literature have again and again been caught red handed. In fact the smuggling in of literature now competes with the illicit trade in opium and rubber when the restriction on the latter is in force. It is surprising, however, that such propaganda should meet with any success at all when one considers the prosperity of the Chinese whose lot is cast in Singapore and the F.M.S. The luxurious villas, the extensive rubber estates, the numerous motor cars and all the other

external evidences of wealth, show that the Chinese have exercised their undoubted talents for trade to some purpose, and have found in this area, controlled by the British, scope and opportunities denied to them in their own poverty stricken land, for the fundamental factors of commercial prosperity are there—a stable and well ordered Government, as well as the natural resources to work upon. It is because of this wealth that the Hylams have been able to organise a strong guild, and it is rumoured that they receive subsidies also from rich tokays, who have some private grudge against the Government. It is admitted that they can enjoy a period of idleness without any inconvenience to themselves.

The strange feature in all this unrest is the obvious dislike of the British manifested at the moment by the Chinese. There are the same elements in the ascendancy in the Malay States and Singapore as were and are prominent in China—doubtless a repercussion of the movement, without the slightest reason. If the Chinese had ever exhibited any genius for Government, or if there was any indication that a change of management in their favour would bring any advantage to them the movement might have some justification, but on all sides Chinese control means only one thing—chaos. In business they are probably unrivalled for their astuteness; in administration of public affairs they are unrivalled also for their inability to perform the simplest function with efficiency. Their genius does not lie that way. It is difficult for the average man to understand why they do not recognise the fact and enjoy the economic privileges which accrue to them and can only accrue when stability exists, and leave to others the management and solution of problems for which they are so peculiarly unfitted.

According to the Old Chinese calendar, yesterday was the day of Sprouting Seeds (*Hung-chung*).

For the five days ending June 6th two cases of small-pox, one of diphtheria and three of enteric, all Chinese, were reported.

The total output of the Kailan Mining Administration's mines for the week ending May 21st amounted to 94,800 tons, and the sales during the period to 84,891 tons.

As the result of a loaded earth truck leaving the rails and toppling over at North Point on Monday, a coolie was severely injured about the feet. He is now in the Government Civil Hospital.

The Hon. Sir Shou Son Chow (senior Chinese representative on the Legislative Council and also a member of the Executive Council) is back in Hong Kong, having arrived by the *Empress of Russia* from Shanghai.

The annual meeting of the Hong Kong Male Voice Choir is to be held next Monday at the Cathedral Hall at 5 p.m. It is hoped that there will be a large attendance of members, and those wishing to join will be made very welcome.

The body of the Indian youth, named Abbas Bhow, who was drowned at Tai Wan Bay while bathing on Sunday afternoon, as reported on Monday, was recovered yesterday. It was washed ashore on the East side of Kowloon Dock, and was taken to the mortuary.

In aid of the Ministering Children's League (Police Branch) Funds, an open-air whistle drive is to be held at the Police Recreation Club green, Happy Valley, tomorrow evening, beginning at 8.30. Should the weather prove unsuitable for an out-door function, the whistle drive will be held in the Club. Admission is \$1.

Mr. Andrew Tse, the son of Mr. Simon Tse Yan, returned to Hong Kong by the s.s. *Togo Maru*, after a trip to Japan and Shanghai.

The *President Pierre* was a full ship when she left Hong Kong early yesterday morning for San Francisco via Shanghai, Japan and Honolulu. Among the passengers on board were Mr. G. M. Ivory, Dr. H. W. Miller, Mr. Victor M. Smith, Capt. J. Leslie Jones, Dr. and Mrs. F. O. Smith, Mr. A. A. Lopes and Mr. P. Q. Vole.

A Chinese who reported to the Police on Sunday that while he was on the way to pay \$2,500 into the Chinese banks, he was robbed of \$800 in Bonham Strand East, has now confessed, says a vernacular paper that, having stolen the money, he took part of it to his house, in Pokfulam. The money was entrusted to him by his uncle.

While on a trip to San Chuen early this month pirates opened fire on a trading junk when she was six miles from Sa Mun. The pirates boarded the junk, stole \$1,500 in jewellery, but were prevented from taking more by the appearance of a steam launch on the way to Hong Kong, which fired from rifles at the pirates. They were quickly scared off and sailed away towards Ping Hoi.

Believed to be connected with a gang which has been responsible for the loss of a number of watches in Hong Kong and Macao, a Chinese was arrested last week by Sgt. Fitcher whilst in the act of pawning a silver watch. Defendant said the watches were given him by a second-hand dealer in Hollywood Road, but on an opportunity being given him to find the man, he was unable to do so. He was fined \$50, or in default four weeks' hard labour.

Very sincere sympathy will be felt for Mr. and Mrs. P. D. Wilson in the sad bereavement they have suffered. A cable was received yesterday announcing that their younger son, whilst riding his bicycle, had been knocked down by a motor-car and killed. Mrs. Wilson returned to Hong Kong a month or two ago leaving her two boys at school in Scotland. Both were well-known to Peak residents and were generally recognised as being particularly clever and promising youngsters.

Among the passengers on the *Empress of Russia* were Major-General C. C. Van Straubenzee and Mrs. Van Straubenzee. The Major-General is the new General Officer commanding in Malaya. He was born in 1867, and joined the Royal Artillery, in which he was Lieutenant in 1890, Captain in 1897, Major in 1902 and Lieutenant-Colonel in 1914. Major-General Van Straubenzee served in the Ashanti campaign 1895-96 and then became a Professor in the Canadian Royal Military College from 1898 to 1903. He was Instructor in the School of Gunnery, 1909-1912. During the Great War he was mentioned in despatches four times and promoted to be Major-General. He has the C.M.G., and C.B. Since 1923 he has been G.O.C., 40th (North Midland) Division T.A.

POLICE RESERVE AND "SPECIALS."

ADJUTANT'S ANNOUNCEMENTS.

The following announcements are made by the Adjutant, Mr. G. B. Hartford:—

Police Reserve.—Gentlemen who are interested in this scheme are requested to attend at the Chief Inspector's Office, Central Police Station, on any day between 9.30 a.m. and 12.30 p.m. where the Adjutant will give all necessary information.

Special Constabulary.—Special Constables can be enrolled on any day except Saturdays and Sundays at the Central Police Station at 9.30 a.m. or 12.30 p.m. Report at Chief Inspector's Office.

THE CANTON SERVICE.

"LUNGSHAN" RESUMES RUNNING.

The s.s. *Lungshan*, which recently went into dock for overhaul, etc., has again taken her place on the Hong Kong-Canton run, going to the Steamboat Company's Wharf yesterday, and sailing for Canton at one o'clock this morning.

The night run will now be carried out by the *Lungshan* and *Tai-shan*, while the day service will be supplied by the *Kinshan* and *Fat-shan*. The *Fat-shan* leaves for Canton this morning at eight o'clock, and the *Kinshan* comes down this afternoon.

FOR THE SERVICES.

ANOTHER ENTERTAINMENT LAST NIGHT.

The Tuesday evening concerts at the "Cheer O" Y.M.C.A., Chater Road, arranged by Mrs. Costen, have all been successful, but none more so than the one provided last night.

Mrs. Costen had secured some excellent local talent for the occasion, and musical items were contributed by Miss Eileen Woods, who is always very popular among the troops, Mrs. Richard Sanger, another well-known local entertainer, Dr. R. J. McCandless and Mr. Grantham.

A by no means small feature of the programme was the "community singing," and in all the choruses the Service men joined heartily.

ANOTHER PICKPOCKET CAUGHT.

SIX WEEKS IN "RETIREMENT."

With two dexterous fingers, a youthful Chinese "lifted" a one dollar note from another Chinese who was walking with two bags in his hands. The victim at once made a grasp for the vanishing hand, but the active pickpocket dodged and dashed around a corner. A stern chase resulted in the capture of the culprit and when he was searched, the note was not found on him. A little questioning revealed the fact that the note was thrown away in the chase, which was eventually recovered.

The youthful offender was taken before Mr. R. E. Lindsell, at the Central Magistracy yesterday and was sentenced to six weeks' hard labour.

"RYNDAM" RETURNS TO NEW YORK.

SUCCESS OF THE "UNIVERSITY" CRUISE.

An interesting event in Hong Kong—the visit of the "University" ship *Ryndam*—is recalled by the news from New York that after travelling five of the available seven seas, 500 college boys and girls have returned to New York after a "college" cruise of seven and one half months.

The students asserted they "had a great time and learned a lot," while members of the faculty and administrative forces said the cruise "accomplished what it set out to do."

The announced object was to combine academic study with first-hand observation and inspection of various places and peoples.

A second cruise will begin September 20th, when only men students will be carried, the number limited to 375. There were 500 students on the cruise ending to-day, 440 men and 60 women from 45 states.

Dr. James Lough, New York university professor and dean of the college cruise, said the primary reason for not taking girls on the next cruise is because in making field excursions it is sometimes difficult to get proper accommodations for men and women.

The floating university covered 25,000 miles and visited 47 ports in 35 countries.

Henry J. Allen, ex-governor of Kansas, who gave courses in journalism on the cruise, described it as a "remarkable adventure in education."

WEATHER REPORT.

MORE RAIN EXPECTED.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.50 p.m., stated:—

A belt of high pressure extends from the Yangtze to east of the Bonins. A trough of low pressure extends from N. Indo-China to east of Formosa.
LOCAL FORECAST: East winds, moderate, overcast, rain.

SOVIET MINISTER ASSASSINATED.

RUSSIAN MONARCHIST SHOOTS BOLSHEVIK.

ASSAILANT ARRESTED.

[THROUGH REUTERS' AGENCY.]

WARSAW, June 7th.

A young Russian monarchist, armed with a revolver, wounded the Soviet Minister to Poland as the latter was leaving for Moscow. The Minister was taken to hospital and his assailant was arrested.

LATER.

The Soviet Minister has succumbed.

Youthful Assassin.

The Soviet Minister's assassin is named Boris Kowceda, aged 19. He fired eight shots as the Minister was en route to accompany Rosengolz to Moscow, who was en route from London.

For Political Reasons.

The Soviet Minister, Roskow, was walking on the station platform in company with Rosengolz, when his assassin, Kowceda, approached and fired several revolver shots.

As Roskow fell, passengers rushed to his assistance and others seized Kowceda.

Several bullets entered Roskow's chest.

Kowceda subsequently stated that he shot Roskow for political reasons.

FRENCH NATIONAL UNION.

A NEW WAR MEMORIAL.

COMMUNISTS AGAIN DENOUNCED.

[THROUGH HAVAS AGENCY.]

PARIS, June 7th.

At Angers, speaking at the inauguration of a monument to those who died in the War, M. Barthou, Minister of Justice, eulogised the National Union and stressed the fact that the entire confidence and admiration of its members was for the Government and for M. Poincare. He added that the Cabinet will not permit men receiving orders from abroad to carry out propaganda which might result in France's perdition. The Government were conscious that in this matter they would not fail in their duty.

INTERNATIONAL COLONIAL INSTITUTE.

OPENS AT THE HAGUE PEACE PALACE.

LARGE DELEGATION.

[THROUGH REUTERS' AGENCY.]

THE HAGUE, June 7th.

The Prince Consort, as President, opened the nineteenth session of the International Colonial Institute at the Peace Palace. It was attended by 42 delegates, including those from Britain, Holland, France, Japan, United States and Portugal.

NAVAL DISARMAMENT.

U.S. DELEGATION HEAD.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, June 7th.

President Coolidge has nominated Mr. Hugh Gibson, Ambassador to Belgium, to be Chairman of the American Delegation at the Naval Disarmament Conference in Geneva.

MORE HONOURS FOR LINDBERGH.

COLONELCY AND THE LANGLEY MEDAL.

[REUTERS' AMERICAN SERVICE.]

New York, June 7th.

The Governor of Missouri announces that a commission as a Colonel in the National Guard has been conferred on Lindbergh.

The Langley Medal which, since it was instituted in 1908, has been given to only four persons—the Wright Brothers, Curtiss and the Frenchman, Eiffel—has been awarded to Lindbergh by the Smithsonian Institution.

NORTHERN GENERALS CONFER AND DISCUSS SITUATION.

FIRST, SECOND AND THIRD LINES OF THEIR DEFENCE DECIDED.

A PROPOSED TRIUMVIRATE FOR PEKING.

SOUTHERNERS STILL ADVANCING NORTHWARDS.

NOW OPERATING IN NORTH KIANGSU.

The Fengtien Generals have been holding a conference to the north of Honan, as the result of which they laid down three lines of defence.

Meanwhile, the Southerners continue to advance, and are reported to have gained another victory in the extreme north of Kiangsu.

What is described as a "Kuomintang Clearing Commission" has been established in Honan with Tang Seng Chi as chairman. The Commission's *raison d'être*, it appears, is to rid the province of Communist elements. As Tang Seng Chi is still, in question of Communist elements, the Generalissimo of the Hankow "Reds," he seems a somewhat strange choice for the job of chairman. In China, however, societies are not always what they may on the surface appear to be.

The American Minister has, according to a local vernacular paper, written to the Waichiao explaining the reason why the U.S. Government have been compelled to despatch 1,500 troops to China.

STRANGE BODY FOR HONAN.

"REDS" GENERALISSIMO TO OPPOSE COMMUNISTS.

(Wah Tsz Yat Pau.)

SHANGHAI, June 7th. A "Kuomintang Clearing Commission," in Honan, has been established for the purpose of getting rid of the Communist elements from that province. General Tang Seng Chi, a Honan native, has been elected chairman. General Tang has issued a circular telegram to the effect that the Kuomintang Party branches in Honan have long been subject to the tyranny of Communist traitors and, consequently, the Communists have plunged the whole province into a very miserable condition by their subversive propaganda. For the sake of saving the Kuomintang from their yoke, no mercy should be further shown towards them.

The American Minister in Peking has written to the Foreign Ministry in Peking to the effect that in view of the serious situation in North China it has necessitated the American Government to despatch 1,500 troops to China for the purpose of securing the safety of American lives and property.

Japanese troops took eight cars to Tsingtau from Tsingtau on the 5th inst. It is also reported that the s.s. *Hongkong Maru* has a load of ammunition and other military equipment for Tsingtau.

LEGATION QUARTER.

QUESTION OF ITS DEFENCE.

U.S. LEGATION MAY WITHDRAW.

(THROUGH REUTER'S AGENCY.)

PEKING, June 7th. There is apparently still a serious possibility of the United States Legation evacuating Peking if the Fengtien forces withdraw.

It is understood that General Smedley Butler, who arrived here on Saturday and returned to Tientsin on Sunday, advocated a withdrawal in view of the strong force necessary to keep the line open to the sea.

It is reliably stated that the U.S. State Department has left the decision in the hands of the military representatives here, at the same time stipulating that whatever happens no shot must be fired against the Nationalists. This will naturally make any attempt to defend the Legation farcical, and the members of the American Legation are still striving to obtain a stronger policy, in view of the immense loss of prestige if America alone withdraws.

(Continued on next Column.)

VIEWS OF A FENGTIEN OFFICIAL.

A TRIUMVIRATE?

(THROUGH REUTER'S AGENCY.)

PEKING, June 6th. Negotiations are afoot for a tripartite alliance between Chang Tso Lin, Chiang Kai Shek, and Yen Hsi Shan, declared a Fengtien spokesman to-day in the course of a statement to foreign correspondents, in which he explained that General Chiang Kai Shek took the initiative in the "recent negotiations with Marshal Chang Tso Lin, with a view to a compromise."

He said, "Chang Tso Lin is anxious to come to terms with the rival followers of Sun Yat Sen, whose principles he has never opposed, but he wanted first to make sure that Chiang Kai Shek was not a follower of Lenin, therefore, while withdrawing north of the Yellow River, in order to demonstrate his earnest desire for peace, Chang Tso Lin is putting before Chiang Kai Shek a certain proposal, the answer to which will determine whether the latter is sincere in his opposition to Communism, and whether a compromise between Mukden and the Nationalists is possible. Realising that the country is tired of war, Chang Tso Lin is ready to make any concession for the sake of peace, except to Bolshevism. We are not begging for peace, for we are still strong enough to make a determined stand, and will not lightly give up Peking and Tientsin. There will be no compromise with Communism, and it is a *sine qua non* that a definite line shall be drawn between the Kuomintang moderates and the others, in order that we may know with whom we are dealing."

The spokesman declared that Chiang Kai Shek had urged Chang Tso Lin to withdraw north of the Yellow River, as it was impossible for him to separate from the Leftists so long as the Fengtien forces were pressing him.

Yen Hsi Shan has informed Chang Tso Lin that he is definitely siding with the Kuomintang.

The spokesman went on, "Feng Yu Hsiang is not regarded as a factor in the situation. It was known that Yen Hsi Shan is friendly towards him, and a conflict seemed likely in that direction. In any case Feng Yu Hsiang has only 30,000 troops."

A Peoples' Conference. He continued, "In the event of a successful outcome of the negotiations with Chiang Kai Shek, Chang Tso Lin's next step will be to declare his willingness to hand over the political questions to a people's conference."

Discussing the Fengtien military position, the spokesman said, "The Fengtien troops are prepared to withdraw northward up the Tientsin-Pukow line as far as Tsangchow (60 miles to the south of Tientsin), leaving the Shantung troops in their own province, while on the Peking-Hankow line they will establish their main headquarters at Paoingfu, while holding the north bank of the Yellow River."

Replying to a question, the spokesman declared that Chang Tso Lin would insist on the expulsion of Borodin, Gallien, and other Russian advisers.

LABOUR CONFERENCE. MORE ASIATIC REPRESENTATION WANTED.

(THROUGH REUTER'S AGENCY.)

GENEVA, June 6th. At the Labour Conference, Dr. Paranjpye, a member of the India Council, dealing with the internal organisation of the Labour Office, observed that the number of people from Eastern countries was comparatively small, and he hoped it would be possible to engage a few more people from India, China and Japan, and other Eastern countries, with the object of increasing the usefulness of the Labour Office.

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"COLUMBIA'S" LONG FLIGHT.

CHAMBERLIN AWARDED £15,000.

GOOD WISHES FROM WASHINGTON.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 6th. Mr. Kellogg has cabled congratulating Chamberlin on his flight, which he declares will eventually cut down the time of direct communication between America and Europe, and bring the two continents closer together.

President Coolidge has cabled to Chamberlin congratulating him on his wonderful feat in establishing a new non-stop record in the conquest of the air. "Our country rejoices with me in your safely making the first sustained flight from America to Germany, with our greetings to its people."

The United States Geological Survey calculates that Chamberlin's flight to Eisleben was 3,905 miles. Lindbergh's flight to Paris covered 3,610 miles.

(THROUGH REUTER'S AGENCY.)

Short Of Fuel.

BERLIN, June 6th.

The "Columbia" again landed at Kottbus owing to Chamberlin losing his way and running short of fuel, of which only enough was taken on board at Eisleben to enable him to reach Berlin direct.

The airmen were found by a German machine which had been searching for them the whole morning.

(REUTER'S AMERICAN SERVICE.)

Handsome Award.

NEW YORK, June 7th.

The Brooklyn Chamber of Commerce has presented Mrs. Chamberlin with £15,000, which was offered if the "Columbia" first crossed the Atlantic, and is now awarded in recognition of the mileage record and the fliers' sports.

(THROUGH REUTER'S AGENCY.)

Unsuitable Fuel.

LONDON, June 7th.

Chamberlin attributes his second forced landing to the unsuitability of the fuel taken aboard at Eisleben, which caused ignition defects.

New York To Rome.

WASHINGTON, June 7th.

Signor Bellanca, who designed the "Columbia" monoplane, predicts a flight from New York to Rome in October.

U.S. TREASURY SURPLUS.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 7th.

Mr. A. Mellon has announced that the Treasury surplus for the current fiscal year exceeds \$600,000,000.

NO MORE SLAVERY IN BURMA.

HUMAN SACRIFICES TO CEASE.

(THROUGH REUTER'S AGENCY.)

RANGOON, June 6th.

The Governor of Burma has sent a letter to the Viceroy announcing that slavery has practically ceased in Burma. Over 4,000 slaves were released in the "triangle" district in North Burma. It is estimated that 4,000 to 5,000 remain to be released after punishment of the tribe concerned in an attack on a slave-releasing party, in which Captain West was killed, last March.

It is hoped that the practice of having human sacrifice will shortly cease.

BALKANS' FERMENT.

ALBANIA'S APPEAL.

(THROUGH REUTER'S AGENCY.)

GENEVA, June 6th.

The Albanian Government has telegraphed to the Secretariat of the League of Nations declaring that its attitude towards Yugoslavia is most conciliatory, but all its efforts to induce Belgrade to soften the harsh terms in the Note to Albania, or revise the decision to recall the Yugo-Slav representatives, have been in vain.

BRITAIN AND EGYPT.

SITUATION STILL UNSETTLED.

REPLY TO NOTE UNACCEPTABLE.

(THROUGH REUTER'S AGENCY.)

CAIRO, June 7th.

The Anglo-Egyptian situation is becoming more serious, according to the journal *El Mokattam*, which reports that Lord Lloyd informed King Fuad on June 4th that he was unable to accept the Egyptian reply to the British Note and he was communicating with his Government.

The British reply is expected on June 7th. *El Mokattam* says that if Britain insists on the acceptance of all her demands, the Egyptian Government will throw the responsibility of a decision upon Parliament.

Pessimistic Rumours.

CAIRO, June 7th.

There are pessimistic rumours in connection with the Anglo-Egyptian dispute over the Egyptian Army.

The Egyptian reply to the British Note was handed to Lord Lloyd on June 3rd. The terms have not been divulged but, according to the Egyptian Press, Lord Lloyd regards the reply as unacceptable.

The *Alahram* adds that the mediators have failed to reconcile the Residency and the Egyptian Government and asserts that the British delay in replying to the Egyptian Note is due to the fact that Britain is considering whether to send an ultimatum or a further friendly Note. But in any event, the journal declares, the Egyptian Government will maintain the attitude of relying upon the support of Parliament.

RUMANIA'S CRISIS.

WHAT THE NEW CABINET WILL DEFEND.

(THROUGH REUTER'S AGENCY.)

BUKHAREST, June 6th.

The new Cabinet includes four representatives of the National Peasants' Party.

Parliament has been dissolved, and the new elections have been fixed for July 7th.

Prince Stirbey, in a statement, said the Cabinet will defend the constitution with regard to the Throne and the ruling dynasty.

EX-SERVICE MEN IN IRELAND.

DEPLORABLE CONDITIONS.

(THROUGH REUTER'S AGENCY.)

DISCLOSURES of the deplorable conditions under which many ex-service men are living in Ireland are made in a report by a special investigator read by Field-Marshal Lord Methuen at an ex-service men's meeting at Shrewton, Wiltshire.

Lord Methuen announced his intention of giving a substantial sum towards the relief of these men, and appealed to the branches of the British Legion all over country to back him up in a practical fashion.

The investigator in his report said:—

To look at men (in Dublin) who had served in the Army, dressed in rags, with pinched faces, obviously underfed, was a deplorable experience, and when it was pointed out to me that in most instances the men had young families who were suffering equally, it was quite obvious that we were face to face with a problem which was far beyond the united efforts of all charitable institutions.

Consumption Rampant. Dublin being the headquarters of many such associations, it is reasonable to say that more is done to alleviate distress there than elsewhere, but even all that is done in Dublin only touches the fringe of the acute distress in that city.

In Youghal and Tralee, as well as Cork, the conditions prevailing were horrible. I personally investigated in Youghal and Tralee some of the hovels where ex-service men lived, or, rather, existed.

Huddled in small, dilapidated rooms, in some cases five to ten human beings in one room, often with no sanitary arrangements whatsoever, it is not surprising that consumption and other diseases are rampant. In some cases the hard work of the day was a consumptive member of the family was sleeping in a bed with several others.

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INDIA AND COTTON PIECE GOODS DUTY.

FISCAL CHANGES.

BOMBAY DISAPPOINTED.

(THROUGH REUTER'S AGENCY.)

LONDON, June 6th.

The Government of India has announced that it has decided to reject the recommendation of the Indian Tariff Board on the cotton and textile industry in favour of a general increase of the import duty on cotton piece goods.

It declares that the ten per cent. advantage to Japan in respect of cloth, resulting from the labour conditions in Japan, is already covered by the existing revenue duty of eleven per cent. on cotton piece goods.

In respect of yarn, the advantage may not be fully covered by the existing revenue duty of five per cent., but an additional duty on yarn only would have a prejudicial effect on the hand-loom industry, and therefore should not be imposed.

It has been decided to introduce legislation in the autumn abolishing the duty on machinery, subject to the protection of the manufacture of certain kinds of machinery in India; also abolishing the duty on aniline and alizarine dyes, bleaching powder, paste, farina, China clay, sago, flour, magnesium chloride, starch, talow, and cotton ropes. The consequent loss to the Customs revenue is estimated at 85 lakhs of rupees in a full year.

Bomb-Shell For Bombay.

BOMBAY, June 7th.

The refusal of the Government of India to give the Bombay mill industry a protective tariff has come as a bombshell to Bombay mill-owners, who fully expected more material assistance. Outside of Bombay there is little sympathy for the millowners, but Bombay is hard hit and its mill shares to day opened at substantially lower prices.

VIVISECTION OF A MAN.

LORD HALDANE'S NEPHEW.

(THROUGH REUTER'S AGENCY.)

A distinguished young physiologist who was vivisected instead of a dog was mentioned by Lord Haldane in the House of Lords during a debate on experiments on animals.

The physiologist had recently told Lord Haldane: "There is an experiment which has to be made and should be made on a dog, and it cannot possibly be made under an anaesthetic. There is only one way for it, and I have come up to be vivisected."

Lord Haldane said that this showed that some of the experiments stopped from being made on animals by law are experiments which human beings with a desire for knowledge are ready to undergo.

He is a nephew of Lord Haldane—Mr. J. B. S. Haldane, Reader in Bio-chemistry at Cambridge—who has been the subject of delicate experiments at St. Bartholomew's Hospital, London, conducted by Professor F. Fraser.

The ordeal through which he passed included an artificial method of producing in him acidosis—an acidic state of the blood which occurs in diabetes.

This having been obtained, blood was taken from one of his femoral arteries by Professor Fraser, who used it to determine the exact change that had taken place in the blood's alkalinity. This change, of the most minute quantity, has been determined and the details are to be published shortly in the medical Press.

Panting.

Several attempts to produce acidosis in himself had previously been made by Mr. Haldane in the laboratory of his father, Professor J. S. Haldane, at Oxford. He had consumed quantities of certain acids, but, owing to the resistance of the human body to any disturbance of its internal environment, he failed.

The acidosis produced in himself by consuming ammonium chloride was sufficient, it was stated, to cause Mr. Haldane to pant as if he was running up a steep mountain.

In allowing his body to be the subject of such experiments Mr. Haldane is following the example of his father (a brother of Lord Haldane), who had an artery in his right wrist frequently opened after he had breathed quantities of carbonic acid gas, the blood being taken for analysis.

Boys' of Over 80.

COLLEGE CHUMS MEET AT ANNUAL FUNCTION.

YOUNG COBB—82.

(THROUGH REUTER'S AGENCY.)

An annual dinner which is probably unique in London—perhaps in the world—has taken place at the Hyde Park Hotel.

It is the yearly dinner of a handful of University College School old boys, every one of whom is over 80. They are:—

Sir Alfred Yarrow 85

Mr. H. A. Nesbitt 85

Sir Philip Magnus 85

Mr. W. A. Nesbitt 83

Mr. John Kelsall 83

Mr. W. A. T. Hallows 83

Mr. T. H. Alexander 83

Mr. F. E. Cobb 82

The gathering was first held ten years ago. Its members are the guests of Sir Alfred Yarrow.

No Oranks.

Mr. John Kelsall, one of them, told a Press representative that the original strength of the dinner party was 15.

"Sir Alfred Yarrow started the gathering while the war was on, and no annual school dinners of any kind were being held," he said. "We do not have any special diet served. We just enjoy a very good ordinary dinner. None of us is a teetotaler, or a vegetarian, or any sort of a crank."

"There are no set speeches. We just talk over old times."

"One reminiscence which never fails to crop up is the feat of young Cobb—one cannot think of him other than as 'young' Cobb, although he is 82—when he skied a cricket ball right over the college roof into the gardens of Gower-street on the other side. It was the most wonderful hit I have ever seen."

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Boys' of Over 80.

COLLEGE CHUMS MEET AT ANNUAL FUNCTION.

YOUNG COBB—82.

(THROUGH REUTER'S AGENCY.)

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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 8th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

British Motor Cycle—Daimler for Royalty—Supercharged Racing Car—A Car's Life.

Overland "Whippet" Cars.

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5 Seater Coach.....	G\$1,000	G\$ 1,200
5 Seater Sedan (4-door).....	G\$1,100	G\$ 1,375
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THE BRITISH MOTOR CYCLE.

ITS POSITION IN HONG KONG.

American and British motor-cycles seem to hold more or less equal positions in the Hong Kong market. The Indian and the Harley are by no means unfamiliar sights in the Colony. Let us investigate the claims to popularity of the two nationalities. In the English market the Americans have always relied upon their ability to undersell English manufacturers—the Indian and Harley cost far less than our own leading sports models, such as the Zenith, the Coventry Eagle, and the Brough Superior. They cost far less—and their performance falls far below that of British sports models. In Hong Kong a 50 h.p. Indian Scout costs G\$800, or approximately £26; the 21 h.p. Indian Prince costs G\$295, or roughly £53. The English price of the 7.50 h.p. light twin solo B.S.A. is £24.10, which means that in Hong Kong it would cost something over £70, or about £3 more than the smaller Indian Scout. There is a firm that since the earliest days of motor cycling has been turning out machines of the bulldog breed; it is the Criterion. Not a speed "bug" perhaps it has always been regarded as a good, steady going sidecar machine; but let it not be forgotten that a perfectly standard 98 c.c. B.S.A. attained a speed of 93 miles an hour some four or five years ago on some hard. Incidentally, the Home price of the 99 c.c. Colonial model is £20.10. The solo machines are, of course, fitted with solo gears; and so fitted they should be good for considerably over 60 m.p.h. untuned. In 15 years from now a well-cared for B.S.A. will still be able to accomplish 200 care free miles in a day, though museums may fall over each other in their anxiety to possess it. And where will the poor Indian Scout be then?

The Indian Prince costs £53 in Hong Kong, as against the £41.10 of the 21 h.p. side valve A.J.S. Both are fitted with dynamo lighting. The difference in price is, needless to say, due to the cost of freightage from England. The British machine can attain 55 m.p.h., and upwards when in good tune, as compared with the Indian's probable 45-50 m.p.h. Many young men would think the possession of the extra Pep well worth a mere £7 or £8.

To sum up, the British manufacturer has the whip hand of the world at the manufacture of motor-cycles. John Bull's other trades may be in a parlous condition, but his motor-cycle industry is a goldmine, simply because he builds his machines to last. High speed with absolute reliability has been the slogan of the trade for many years now.

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DAIMLER FOR ROYALTY.

Two further interesting orders for members of the British Royal Family have recently been executed by Messrs. Hooper & Co., Ltd., the well-known coach builders, who have been responsible for the bodies of so many Royal Cars.

Messrs. Hooper & Co. have supplied H.R.H. The Duke of Connaught with a 35-h.p. Daimler Limousine painted in the Royal colours, while H.R.H. The Duke of York's latest car was also supplied by the same firm.

It is significant that both these cars are fitted throughout with Triplex Safety Glass in accordance with previous Royal practice, thus ensuring the occupants against injury by flying splinters of glass in the case of an accident.

THE TOLL OF THE ROAD.

MINIMISED BY FOUR-WHEEL BRAKES.

Motorists throughout the world are faced by the necessity for some measure of lessening the annual toll of automobile fatalities. The tendency for a number of years has been toward a constant and rapid increase in the number, power and speed of motor-cars in all parts of the world, and until very recently little or nothing has been done to counteract the increase of danger resulting, particularly in small cars.

Four-wheel brakes give quicker stoppage with less strain on the chassis than the two-wheel type. They utilize the contact of four wheels on the ground, reduce danger of skidding, eliminate locked wheels, give more even distribution of weight, more uniform and consequently less tyre wear owing to (Continued at foot of next column.)

THE SUPERCHARGED RACING CAR.

MAJOR SEGRAVE'S VIEWS.

Of late years there has been no more remarkable development in connection with motor-car racing than the introduction of the supercharger principle, which is a British invention. By its aid special racing engines of only one and a half litres total capacity—which in a touring car would involve a rating of just under twelve horse-power—have been made to give more than 200 horse-power on the brake, and to propel the vehicle in which they are fitted at a speed of over 130 miles per hour. It is striking to reflect that an engine of this very modest size—which only a few years ago was being derided as too small for practical purposes—has now arrived at the point at which it is almost too fast for any existing track.

The supercharger was brought into use by the fact that ever since the War the organizations responsible for the control of racing in Europe have been steadily reducing the limit of permissible engine size with a view to encouraging the design of lighter and more efficient cars, and also with the object of keeping speeds down to reasonably safe figures. The former object has been achieved so conspicuously that the other has been partially defeated, for the truth is that though engine dimensions have been going down, average speeds have very distinctly been going up.

The supercharger offered itself as the means of obtaining a greater output of power from an engine of given size. This it does by forcing into the cylinders a greater amount of gas than they would normally receive if the mixture entered at atmospheric pressure. The supercharger, or blower, as it is sometimes called, is a very simple mechanism, driven from the crank shaft. European designers generally make it revolve at engine speed, but in some American racing cars it is "geared up" and thus sometimes attains a speed of as much as 30,000 revolutions per minute. It is capable of adding as much as fifty per cent. to the power of the engine.

The fact that the supercharger is constantly blowing mixture into the motor means that a good deal of fuel is unavoidably wasted, and hence the mileage per gallon of a 1,500 c.c. racing car is not the sort of figure which would satisfy the ordinary touring motorist, being in the neighbourhood of eight m.p.g.

Recognizing this as an undesirable tendency the Automobile Club de France has drawn up special regulations for the big events, such as the Grand Prix. Under these each car will be allowed a definite quantity of fuel on which to complete the course, and if it runs dry before the full distance, it will be disqualified. This regulation is not necessarily aimed against the supercharger, but it is expected to encourage the elimination, or at least mitigation, of one of the supercharger's principal shortcomings. What the upshot will be no one can say, but it certainly will not be the extermination of the supercharger, for that is already a feature of more than one standard type of touring car, and there is reason to believe that its adherents will increase considerably in number in the not distant future.

So far as touring cars are concerned, there are two main schools of thought with regard to the principle of forced induction. One holds that this is a good thing and that such objectionable qualities—noise, wastefulness and complication, for example—as are now associated with it will duly be removed in course of time. The other equally stoutly maintains that when there is no strict limit imposed upon engine capacity the easiest and best way to get more power is simply to increase the bore and stroke.

Personally I am a convinced believer in the future of the supercharger, for the reason that it should enable both the size and weight of power plants to be reduced. Both these are points of importance, for clearly we want, for a given wheel base, to have the maximum accommodation in our cars, and also we want to run them as cheaply as possible.

(Continued on next Column.)

strains being averaged on four tyres, and less fatigue to the driver. They provide even and positive braking action perfectly controlled by moderate foot pressure, and greatly reduce strain and fatigue attendant on driving in crowded traffic or on difficult roads.

There is another thing, too, in favour of the blower. It has no parts that have to move up and down. It merely spins like a turbine and consequently tends to make a reciprocating engine approximate more closely to the ideal condition of the steam turbine and the electric motor. With a very small supercharged engine running at a very high rate of speed the power impulses come at such minute intervals of time that almost perfectly smooth action is attained. In these circumstances it is quite probable that we shall have in the future full-sized saloon cars, capable of a smooth and quiet sixty miles an hour, driven by supercharged engines with a rating of seven h.p. or less, and weighing, complete with every detail of equipment, something under one ton.

If and when this occurs motor racing as a direct means of benefiting the design of the ordinary touring car will have been even more triumphantly vindicated than it is to-day, when practically every car made is fitted with the four-wheel braking that racing alone brought to practical perfection.

Apart from the supercharger it can hardly be said that latter-day racing practice has introduced many devices which are likely to be of value to the ordinary motorist, though it has certainly contributed to procuring a much greater longevity for tyres. Undoubtedly, however, there are potentialities in some of the racing "gadgets." For instance, the flexibly spoked steering wheel, used for the purpose of insulating the driver's arms from road vibration, has possibilities, as also has the system of using a special radiator in order to maintain the lubricating oil at a reasonable temperature. Then, too, I have little doubt that the mechanically operated petrol pump will in course of time oust all other schemes of fuel supply between tank and carburettor. These things, it is true, are details, but when all is said and done, the motor-car is just an agglomeration of details, and each and every one must be susceptible of individual progress if the whole machine is to be substantially improved.—H. O. D. SEGRAVE, in *The Spectator*.

(Continued on page 2.)

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Capacity
At 5 Amps.

TYPE

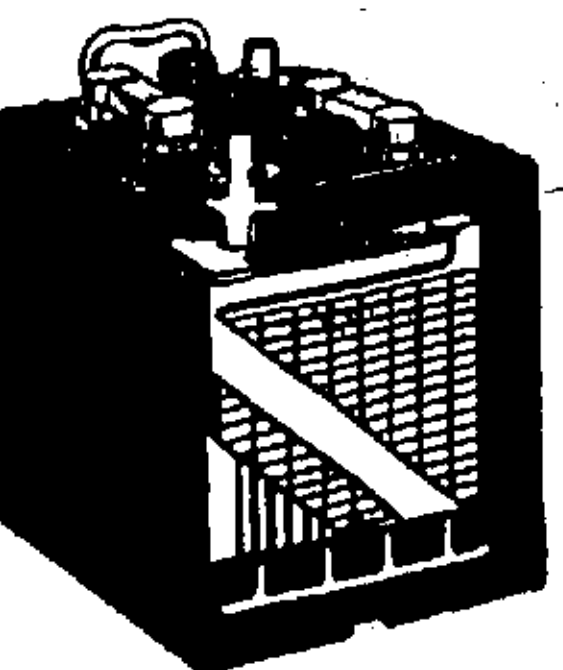
CASE

Dimensions
in Inches
L. W. H.

PRICE
EACH

REPLACEMENT
GROUP

Volts	Amp. Hours Capacity At 5 Amps.	TYPE	CASE	Dimensions in Inches L. W. H.	PRICE EACH	REPLACEMENT GROUP
6	15	63 MR.	RUBBER	4 1/2 x 3 1/2 x 6 1/2	\$17	CYC
6	30	611 RHK	Do	9 1/2 x 6 1/2 x 9 1/2	\$30	4
6	35	A-613 JF	Do	Do	\$35	1
6	42	A-611 SH	RUBBER	9 1/2 x 7 1/2 x 9 1/2	\$30	4
6	100	A-615 JF	Do	10 1/2 x 6 1/2 x 9 1/2	\$40	5
6	112	A-613 SH	Do	10 1/2 x 7 1/2 x 9 1/2	\$60	5
6	135	A-615 SH	WOOD	11 1/2 x 7 1/2 x 9 1/2	\$70	5
6	130	615 JKH-2	RUBBER	10 1/2 x 6 1/2 x 9 1/2	\$70	CAD
6	160	A-617 MR	Do	13 x 7 1/2 x 9 1/2	\$90	6
12	60	A-127 SH	WOOD	12 1/2 x 7 1/2 x 9 1/2	\$65	7
12	67	1211 AHS	Do	13 1/2 x 5 1/2 x 10 1/2	\$75	WC
12	92	1-21 SHK	Do	17 x 7 1/2 x 9 1/2	\$95	12



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MOTORING NOTES

(CONTD.)

A CAR'S LIFE.

TWENTY THOUSAND OR TWO HUNDRED THOUSAND MILES?

There are two widely-followed methods of buying cars. Two schools of thought on the subject, so to speak. The first method is to buy a mass-produced model at a comparatively low price, with a view of working it out in two years and then either selling it at a knock-down price or scrapping it, for two years' use or about twenty thousand miles is the average life of the quantity-produced car. After that period signs of decrepitude are likely to appear, and it is of little use to attempt to carry out large-scale repairs.

The second method is to buy a beautifully-fitted and finished European car of the "made under one roof" type at a considerably higher price, with a view to keeping it for from twelve to fifteen years and obtaining a very large mileage from it. Many a British model of this kind will put up 150,000 to 200,000 miles, with a minimum of repair expense, and during the whole period will afford a very keen pleasure to the driver.

The actual increase in first cost involved by this second method is, roughly speaking, about 75 per cent. or 100 per cent., which means to say that the buyer could obtain two mass-produced transatlantic cars for somewhere approaching the expenditure involved in purchasing but one British first-class model. Against this fact, one must reckon that this latter car would outlast from seven to ten mass-produced cars. At the end of ten years, the buyer of cheap cars valued at £200 apiece would have expended £1,000, whereas the buyer of such a model as the British Star Car, to take a well-known instance, would have paid out but £400, would have had first-class driving on a first-class car, and would still have something to sell.

Very few motorists of to-day have given the matter of mileage sufficient thought. The mass-produced car looks remarkably like the quality car—sometimes the former looks better, as far as the coachwork goes, at a little distance. This similarity of appearance unconsciously creates the feeling that the performance given on the road will be similar also. The awakening in such cases is often exceedingly painful.

With the use of a succession of cheaper models, one certainly obtains more or less the benefit of a more up-to-date equipment, though as far as chassis practice is concerned the immense difficulty of making vital changes in mass-produced chassis designs renders these latter usually rather behind the times. One also obtains new coachwork, though of considerably inferior quality. The coachwork of a model like the Star or the Austin "12" is however extremely sound in construction, and a coat of paint and a new hood will revitalize the appearance of any well-built body of this kind to an extent that can hardly be realised without actual vision.

To sum up, both methods of car buying show benefits. The man with but a small amount of spare cash can buy a large and imposing transatlantic automobile for a low price, and by the end of two years he may have enough to buy another. He gets a lot for his money for a short time. The purchaser of a British car, on the other hand, must lay out more money at the outset, unless he takes advantage of the hire purchase system. He is far the more provident, however, in actual fact, and from both the engineering and economical point of view he gets many times the better value for his money.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date	Sunrise	Sunset
June 8th	5.38 a.m.	7.06 p.m.
9th	5.38	7.06
10th	5.38	7.06
11th	5.38	7.07
12th	5.38	7.07
13th	5.38	7.08
14th	5.38	7.08
15th	5.38	7.08
16th	5.38	7.08
17th	5.38	7.09
18th	5.38	7.09
19th	5.39	7.09
20th	5.39	7.10
21st	5.39	7.10
22nd	5.39	7.10
23rd	5.40	7.10
24th	5.40	7.10
25th	5.40	7.11
26th	5.40	7.11
27th	5.41	7.11
28th	5.41	7.11
29th	5.41	7.11
30th	5.41	7.11

PASSENGERS.

Per S.S. *President Jackson*, on June 6th:—For Hong Kong: Mr. Kenneth E. Fisher, Mr. W. K. Ho, Mr. J. C. Huston, Mr. and Mrs. R. V. Leuby, Mr. Harold Mackenzie, Dr. and Mrs. W. R. Morse, Mr. A. Pokhvalinsky, Mr. and Mrs. C. B. Rout, Mr. and Mrs. Thos. Rout, and Mr. and Mrs. J. P. Willis. For Manila: Miss Esther Anderson, Col. Fred T. Austin, Mr. Gordon Austin, Mr. C. I. Barr, Mrs. E. A. L. Best, Mr. and Mrs. Frank Bogan, Dr. and Mrs. Felix R. Brunot, Sr. Mary F. Mary F. Bourguignon, Dr. and Mrs. Geo. S. Cunningham, Master Andy Cunningham, Miss Martha Cunningham, Mr. C. H. Engelke, Miss J. K. Graham, Mr. Milton Greenfield, Mr. J. B. Haddon, Mrs. W. F. L. Hartigan, Mr. and Mrs. J. W. Harlow, Mr. Harold Laufer, Dr. and Mrs. Earl B. McKinley, Miss Janet McKinley, Master Royce McKinley, Mr. Paul E. Meyer, Mr. Jay W. Meyers, Mr. Giles Y. Newton, Miss J. P. Sayle, Mr. Joseph H. Sampson, Mr. H. G. Sharpe, Mr. and Mrs. A. S. Schwartz, Miss Annabelle Schwartz, Miss Adele Stephenson, Sr. Mary Columbia Tarpey, Mr. Itsuji Umezawa, Mr. L. L. Vincent, Mr. and Mrs. A. M. Wagner, Miss Beatrice Wagner, Mr. Alfred H. Waller, Bishop Wm. Varne, Mr. Phillip Wolfe, Mrs. C. R. Zeining, Master C. H. Zeining, Jr., and Mr. John B. Ziegler.

Per S.S. *President Monroe*, from Shanghai for Hong Kong: Miss Eunice H. Avery, Mr. Albert W. Graves, Mr. Ghanshandas Kewalram, and Mr. Harry O. Odell. For Manila: Mr. Philip S. Crovat. For Singapore: Miss Katherine Boyce, Mr. Frederick W. Gurr, Mrs. Elizabeth Phalen, Mrs. Alice C. Rowe, Rev. John Smyth, Mr. Harold G. Thorpe, Miss Dorothea L. Tower, Dr. and Mrs. James R. Weir, and Miss Barbara Weir. For Penang: Miss Mary A. Barker, and Miss Helen L. Tetlow. For Marseilles: Mr. Walter Bossard, Mr. Joseph C. Cline, and Miss Kate A. Currier. For New York: Mrs. H. Dabney Kerr, Miss Margaret S. Kerr, and Mrs. Agnes O. Starcke.

Per S.S. *Tampa Maru*, from San Francisco via ports, on June 5th: Mr. R. C. Ackerman, Mr. Y. Kikuchi, Master H. Kikuchi, Master Y. Kikuchi, Master K. Kikuchi, Mr. and Mrs. E. Thompson, Miss S. M. Thompson, Miss R. E. Thompson, Dr. A. Anderson, Mrs. C. K. Liang, Mr. S. W. Tsai, Mr. Andrew Tse, Mr. S. Sarason, Mrs. M. Cushing, Mr. H. A. Schreier, Mr. and Mrs. D. Villadot, Mr. W. Show, Mrs. S. Quan, Mr. M. G. Chan, Mrs. Y. Lai, Mrs. D. K. Hung, Mrs. Y. N. Wong, Master M. J. Lau, Mr. M. Morimoto, Mr. K. Amano, Mr. M. Kido, Mr. K. H. Wong, Mr. H. S. Kan, Mr. K. C. Chan, Mr. C. F. Yan, Mr. Y. Y. Kum.

DEPARTURES. Per the R.M.S. *Empress of Russia*, on June 7th:—Mr. Vicente Atlas, Mr. R. C. Ackerman, Rev. W. Father Azhania, Miss P. E. Bayliss, Miss B. Board, T. E. Venisch, Capt. and Mrs. T. R. Bartlett, Mr. Jose Bayot, Mr. I. Cohen, Mrs. J. F. Chun, Rev. and Mrs. G. B. Cameron, Master T. Cameron, Miss J. C. G. de la Cruz, Mrs. Max Carr, Mrs. F. M. Cushing, Miss M. E. Dawson, Miss M. Dahl, Mr. P. Duhart, Mr. and Mrs. C. Ethan Davis, Mr. G. O. Enriquez, Mr. M. Enschel, Dr. G. Favis, Mrs. E. R. Finn, Mr. H. Ghanshandas, Mrs. D. P. Huntington, Miss J. T. Huntington, Miss M. C. Huntington, Master J. Huntington, Mrs. E. Hefley, Mrs. O. M. Hina, Mr. Jow Lou Ban, Mr. A. G. Landry, Mother A. Mary, Miss M. K. Monteiro, Mr. I. Mapanno, Mr. and Mrs. Burto Mihay, Mr. N. L. Meri, Mr. G. Neri, Miss H. Raymond, Mr. and Mrs. J. Reyes, Mr. P. Van Riter, Mrs. B. L. Rutta, Mr. and Mrs. S. D. Rowlands, Mr. G. del Rosario, Miss L. Stroman, Mr. A. F. Vitale, Dr. and Mrs. D. Villadot, Mr. and Mrs. Watanabe, Mr. J. Watanabe, Miss Y. Watanabe, Master S. Watanabe, Master T. Watanabe, Mr. W. Wiegand, Mr. and Mrs. J. Weinstein, Mrs. J. G. Williams, and Mrs. W. F. Wolf.

European first class passengers per Dollar Liner *President Pierce*, for ports via Seattle, on June 6th:—Mrs. K. W. Brown, Miss Daisy D. Brown, Mrs. H. T. Budd, Mrs. J. S. Gossard, Miss Dorothy Gossard, Master John Gossard, Miss Isabel Gray, Mr. George M. Ivory, Dr. H. W. Miller, Mr. Victor M. Smith, Mr. and Mrs. H. W. Brown, Mr. E. Lewis, Mr. William G. Hall, Mr. and Mrs. P. Briggs, Master Ernest Briggs, Mr. A. F. Anderson, Mr. E. P. M. A. Eruth, Miss Audrey Erath, Capt. J. Leslie Johns I.J., Mr. and Mrs. R. N. Moon, Master John Moon, Mrs. E. Q. Moore, Mrs. N. H. Pachman, Master Robert Pachman, Mr. and Mrs. George Pearson, Miss Janet Pearson, Mrs. W. G. Ragley, Mr. and Mrs. J. C. Saner, Mr. John C. Saner, Jr., Mr. Robert W. Saner, Mrs. J. R. Von Brak, Mrs. H. L. Wood, Miss Alice Wood, Master Harry Wood, Mrs. G. E. Heyler, Miss Helen J. Heyler, Dr. and Mrs. F. O. Smith.

(Continued on next column).

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "ORIENTES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 7th June. Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 13th June, will be subject to Rent. All Claims against the Steamer must be presented to the Underinsured on or before the 27th June or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 5th June, 1927. [5005]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 7th.			
Previous Day	On Date	On Date	On Date
at 2 p.m.	at 6 a.m.	at 8 a.m.	at 4 p.m.
Barometer... 29.71	29.78	29.77	
Temperature... 83	77	77	
Humidity... 84	93	91	
Wind... E	E	E	
Direction... E	E	E	
Force... 2	3	3	
Weather... C	OR	OD	
Rain... 0.00	0.00	2.93	

Highest open-air Temperature, 6th: 87
Lowest open-air Temperature, 7th: 76

R=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 6th to 14th, 1927.

HIGH WATER.				LOW WATER.			
Days of Week	Date	Hong Kong Time	Height	Days of Week	Date	Hong Kong Time	Height
Wed.	8	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		6 14	4.6	10 26	4 3		
Thur.	9	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		3 49	4.9	11 5	1 9		
		6 28	4.9	11 51	3 8		
Fr.	10	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		5 14	4.7	11 46	2 0		
		6 44	5.2	0 32	3 2		
Sat.	11	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		6 15	4.6	0 23	2 1		
		7 6	4.5	1 38	2 6		
Sun.	12	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		7 19	6.0	0 66	2 3		
		7 54	4.4	2 16	2 0		
Mon.	13	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		8 37	6.4	1 27	2 4		
		8 41	4.3	2 52	1 5		
Tues.	14	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
		7 59	6.8	1 56	2 6		
		9 29	4.2	3 27	1 0		

Master Arthur B. Smith, Master Paul R. Smith, Master John R. Smith, Miss Winifred Smith, Mr. H. E. Vanderwerker, Miss M. V. Bassett, Mrs. E. V. Hamilton, Miss E. M. Plumb, Mr. H. M. H. Nennace, Miss E. Peterson, Miss L. Peterson, Master P. Peterson, Miss A. Lopes, Miss O. Peterson, Mr. A. A. Lopes, Master E. Lopes, Mr. McKeen, Miss E. Afanasieff, M. Afanasieff, Mr. Saleh C. Ebehim, Mr. P. Q. Vale, Mr. Cornado Garcia, and Mr. and Mrs. W. M. Lewis.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

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CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained immediately after landing. All Claims must be sent in to me on or before Thursday, the 14th instant, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 13th June, 1927. No Fire Insurance will be effected by us in any case whatever. J. LIM VGE, Agent.

Hong Kong, 7th June, 1927. [5007]

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having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th June, 1927, will be subject to Rent. All Claims must reach us by 16th June, 1927, or they will not be recognized. All damaged Packages will be examined by Messrs. Goddard & Douglas (Marine Surveyors) at 10 a.m. on the 8th June, 1927. No Fire Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & Co., Agents, Hong Kong. Hong Kong, 2nd June, 1927. 14997

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S.S. "GOTHA" ... 24th August, "

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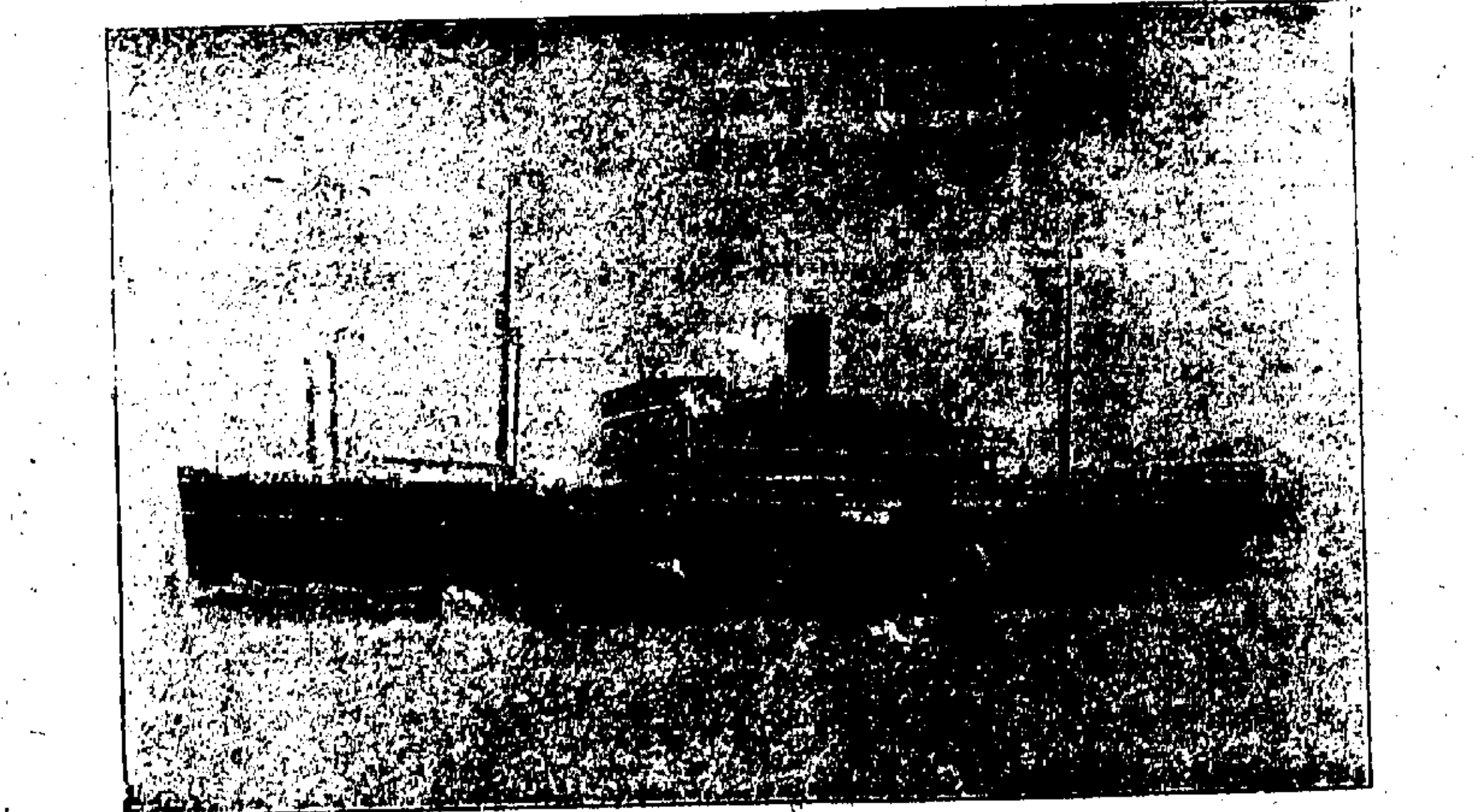
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AMAZONE	B	17th June	16th Aug.

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TJONDARI	BATAVIA	12th "	14th "	SHANGHAI
TJITABOEM	MACASSAR, JAVA	20th "	23rd "	AMOY & N. CHINA
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 AMOY, SWATOW & SINGAPORE ... "KINGYUAN" ... On 8th June, 6 a.m.
 SWATOW & SHANGHAI ... "LINAN" ... On 8th June, Noon
 SHANGHAI & TSINGTAO ... "SZCHUEN" ... On 11th June, 4 p.m.
 AMOY, SWATOW & SINGAPORE ... "KWANGTUNG" ... On 12th June, 6 a.m.
 SWATOW & BANGKOK ... "KIANGSU" ... On 12th June, 10 a.m.
 SWATOW & SHANGHAI ... "KANCHOW" ... On 12th June, 4 p.m.
 DALNY ... "SUIYANG" ... On 14th June, 6 a.m.
 WEIHAIWEI, CHEFOO & TIENTSIN ... "KURICHOW" ... On 14th June, 4 p.m.
 HOIHOW, PAKHOI & HAIPHONG ... "TEAN" ... On 16th June, 10 a.m.
 SWATOW & SHANGHAI ... "CHENAN" ... On 16th June, Noon

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[18]

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

June 6th.
Annam Maru, Japanese str., 1,917 tons, Capt. I. Shirai, from Sakito, which port she left on May 31st, with a cargo of coal, lying at buoy No. B50—O.S.K.
Bintang, Danish motor ship, 1,725 tons, Capt. H. Reister, from Bangkok and Hoihow, with a general cargo, lying at buoy No. C41—Shin Seng Co.
Bushu Maru, Japanese str., 1,365 tons, Capt. T. Urayama, from Dairen and Keelung, with coal and cotton yarn, lying at buoy No. C33—O.S.K.
Chipsing, British str., 1,199 tons, Capt. D. G. Burleigh, from Tientsin and Weihaiwei. The latter port she left on June 1st, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co.
Sinkang, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C15—Man Yick & Co.
Wai Shing, British str., 1,169 tons, Capt. C. Alexandre, from Canton, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.

June 7th.
D'Arctique, French str., 9,608 tons, Capt. Monod, from Shanghai, which port she left on June 4th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.
Komatsu Maru, Japanese str., 2,173 tons, Capt. T. Miyazawa, from Mike, which port she left on June 2nd, with a cargo of coal, lying at buoy No. B54—M.B.K.
Katsuragisan Maru, Japanese str., 1,425 tons, Capt. T. Kamei, from Mike, which port she left on June 2nd, with a cargo, lying at Yammati.

Kwang Sang, British str., 1,428 tons, Capt. G. H. Hodgson, from Shanghai, which port she left on June 5th, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.
Lushan Maru, Japanese str., 1,567 tons, Capt. T. Yasukawa, from Shanghai and Swatow, with a general cargo, lying at buoy No. C98—N.Y.K.
Parthos, French str., 12,692 tons, Capt. J. Cherin, from Marseilles via Saigon. The latter port she left on June 4th, with a general cargo, lying at Kowloon Wharf—M.M.

President Jackson, American str., 8,377 tons, Capt. John Griffith, from San Francisco, which port she left on May 14th, with a general cargo, lying at Kowloon Wharf—A.M.L.
Szechow, British str., 1,591 tons, Capt. E. Monkman, from Canton, lying at buoy No. B11—B. & S.
Tai See Ma, Chinese str., 402 tons, Capt. Lo Yat Sun, from Kwang Chow Wan, with a general cargo, lying at buoy No. C37—Wing Heung & Co.

Tetsuzo Maru, Japanese str., 1,340 tons, Capt. T. Daito, from Canton, lying at buoy No. B55—M.B.K.
Tunkin, French str., 907 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C43—M.M.
Fingchow, British str., 1,216 tons, Capt. C. P. Miller, from Haiphong, with coal and general cargo, lying at buoy No. C30—B. & S.

CLEARANCES.

June 7th.
Annam Maru, for Singapore.
Bukawa Maru, for Moji.
D'Arctique, for Saigon.
Empress of Russia, for Manila.
Haiching, for Swatow.
Kalgan, for Swatow.
Kibi Maru No. 6, for Saigon.
Kwang Sang, for Canton.
Liangchow, for Swatow.
Lushan Maru, for Canton.
Parthos, for Shanghai.
President Jackson, for Manila.
Szechow, for Amoy.
Sunkang, for Kwang Chow Wan.
Tachung, for Swatow.
Taiqua Maru, for Swatow.

VESSELS EXPECTED.

Adriatic (Blue Funnel), due July 15th.
Alipore (P. & O.), due June 17th.
Amazona (M.M.), due July 10th.
Antenor (Blue Funnel), due July 20th.
Anafura (E. & A.), due July 4th.
Asiatic Prince (Prince Line), due July 2nd.
Athos II. (M.M.), due August 10th.
Benares (Swedish East Asiatic), due June 28th.
Chantilly (M.M.), due August 22nd.
Chenoneque (M.M.), due August 30th.
D'Arctique (M.M.), due September 3rd.
Deucalion (Blue Funnel), due June 25th.
Helene (Blue Funnel), due June 23rd.
Izoni (Blue Funnel), due July 3rd.
Kalgan (P. & O.), due June 16th.
Kashgar (P. & O.), due July 7th.
Khiva (P. & O.), due September 1st.

Khyber (P. & O.), due August 4th.
Macedonia (P. & O.), due June 23rd.
Mackoon (Blue Funnel), due June 16th.
Malwa (P. & O.), due September 15th.
Menclaus (Blue Funnel), due Aug. 12th.
Morra (P. & O.), due August 18th.
Ningchow (Blue Funnel), due Aug. 27th.
Novara (P. & O.), due June 25th.
Nyanza (P. & O.), due July 7th.
Patroclus (Blue Funnel), due June 22nd.
Paul Lecat (M.M.), due July 5th.
Perseus (Blue Funnel), due July 7th.
Philactes (Blue Funnel), due Aug. 5th.
Pyrrhus (Blue Funnel), due June 19th.
Ramghadi (P. & O.), due July 21st.
Rheiner (Blue Funnel), due July 27th.
Sphinx (M.M.), due June 21st.
St. Albans (E. & A.), due June 28th.

Taklim (B.I. & Apear), due June 16th.
Talamba (B.I. & Apear), due today, about 3 p.m.
Tatna (B.I. & Apear), due tomorrow.
Telamon (Blue Funnel), due Aug. 10th.
Telemachus (Blue Funnel), due July 29th.
Talon (M.M.), due July 22nd.
Tung Tse (M.M.), due June 20th.

SHIPPING MOVEMENTS.

The B.I. and Apear Line s.s. *Tatna* left Singapore for Hong Kong on the 4th inst., with the outward English mails, and is due here tomorrow morning.
 The P. & O. s.s. *Malwa*, from Hong Kong, arrived at London on June 3rd at 11 a.m.
 The R.M.S. *Empress of Canada* arrived at Kobe at 7 a.m. yesterday, left there at 7 p.m. yesterday, and is due at Yokohama tomorrow at 6 a.m.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI
 KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT TAFT	... Tuesday, June 21st
PRESIDENT JEFFERSON	... Tuesday, July 5th
PRESIDENT GRANT	... Tuesday, July 19th
PRESIDENT MADISON	... Tuesday, Aug. 2nd
PRESIDENT JACKSON	... Tuesday, Aug. 16th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE
 SPECIAL LOW RATES

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£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 15	Seattle	Geo. Washington	July 13	13 P.m. C'brg
June 21	San Francisco	Homeric	July 23	23 C'brg-S'mpta
June 29	Seattle	Leviathan	Aug. 1	1 P.m. C'brg
July 5	San Francisco	Majestic	Aug. 6	6 C'brg-S'mpta
July 13	Seattle	Berengaria	Aug. 10	10 C'brg-S'mpta
July 19	San Francisco	Leviathan	Aug. 20	20 P.m. C'brg
July 27	Seattle	Aquitania	Aug. 24	24 C'brg-S'mpta
Aug. 3	San Francisco	Majestic	Sept. 3	3 C'brg-S'mpta
Aug. 10	Seattle	Mauritania	Sept. 8	8 P.m. C'brg
Aug. 16	San Francisco	Olympic	Sept. 17	17 C'brg-S'mpta
Aug. 24	Seattle	Berengaria	Sept. 21	21 C'brg-S'mpta
Aug. 30	San Francisco	Homeric	Oct. 1	1 C'brg-S'mpta

TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON	... Wednesday, June 15th, 7.30 a.m.
PRESIDENT MCKINLEY	... Wednesday, June 29th
PRESIDENT LINCOLN	... Wednesday, July 13th
PRESIDENT CLEVELAND	... Wednesday, July 27th
PRESIDENT PIERCE	... Wednesday, Aug. 10th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
 VIA MANILA, STRAITS, COLOMBO, SUEZ—
 PORT SAID—ALEXANDRIA—NAPLES—
 GENOA—MARSEILLES

Thence to BOSTON and NEW YORK.

PRESIDENT WILSON	... Tuesday, June 21st, 8.00 a.m.
PRESIDENT VAN BUREN	... Tuesday, July 5th, 8.00 a.m.
PRESIDENT HAYES	... Tuesday, July 19th, 8.00 a.m.
PRESIDENT POLK	... Tuesday, Aug. 2nd, 8.00 a.m.
PRESIDENT ADAMS	... Tuesday, Aug. 16th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT TAFT	... June 13th, 8.00 p.m.
PRESIDENT WILSON	... June 21st, 8.00 a.m.
PRESIDENT MCKINLEY	... June 21st, 8.00 p.m.
PRESIDENT JEFFERSON	... June 27th, 8.00 p.m.
PRESIDENT VAN BUREN	... July 5th, 8.00 a.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON
 TIENTSIN via SWATOW & SHANGHAI ... "CHIPSING" Thursday, 9th June, at 2 a.m.
 STRAITS & CALCUTTA ... "WAISHING" Thursday, 9th June, at Noon
 TSINGTAU via SWATOW ... "FOOKSANG" Thursday, 9th June, at 3 p.m.
 NINGPO & SHANGHAI ... "KWONGSANG" Friday, 10th June, at 10 a.m.
 SANDAKAN ... "MAUSANG" Saturday, 11th June, at 3 p.m.
 TIENTSIN ... "CHIPSING" Sunday, 12th June, at 7 a.m.
 TSINGTAU via SWATOW & SHANGHAI ... "HANGSANG" Sunday, 12th June, at 7 a.m.
 TSINGTAU via SWATOW & SHANGHAI ... "FOOSHING" Wednesday, 15th June, at 7 a.m.
 STRAITS & CALCUTTA ... "KUMSANG" Wednesday, 15th June, at 3 p.m.
 TSINGTAU via SWATOW & SHANGHAI ... "HOPSANG" Sunday, 19th June, at 7 a.m.
 STRAITS & CALCUTTA ... "KUTSANG" Wednesday, 22nd June, at 3 p.m.
 STRAITS & CALCUTTA ... "SUISANG" Sunday, 26th June, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
 GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

[8]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (via Oran)	2nd July.
Steamship "PEMBROKESHIRE" (via Oran)	27th July.
Motor Vessel "GLENOGLE"	24th August.
Motor Vessel "GLENGARRY"	21st September.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE"	Due Hong Kong.
Steamship "GLENIFE"	10th June.
Motor Vessel "GLENOGLE"	23rd June.
Motor Vessel "GLENAMOX"	7th July.
Motor Vessel "GLENGARRY"	26th July.
	4th August.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
 AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUZ.

S.S. "CORBY CASTLE" ... sails on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
 FOR BRINDISI, VENICE AND TRIESTE (PIUME).
 TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
 AND DANUBE PORTS.
 REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE	£72. 10s. 0d.
LONDON	£80. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "VIMINALE" ...	From Hong Kong.
M.V. "REMO" ...	Sails on or about 23rd June
	Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA" ...	From Hong Kong.
M.V. "ROMOLO" ...	Sails on or about 9th June
M.V. "VIMINALE" ...	Sails on or about 23rd June
	Sails on or about 26th July

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMYOLOSI" ... Sails from Calcutta 30th June

Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

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 Agents.

[17]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	... Friday, the 10th June, at 2 p.m.
HAIHONG	... Tuesday, the 14th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—

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 General Managers.

[5]

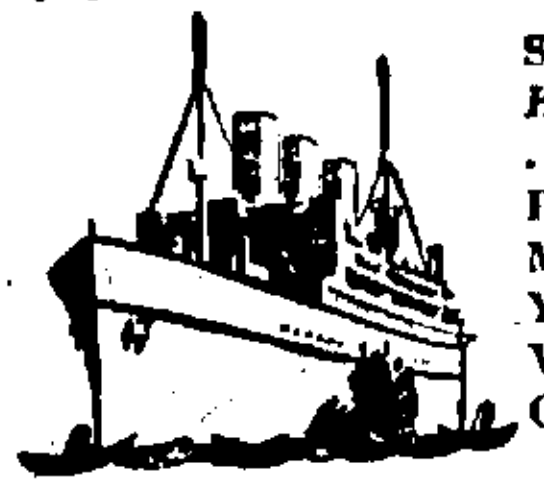
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Way



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Not hot, monotonous weeks and weeks of ocean voyaging... But cool, comfortable and varied... Short sea journey... Fast rail trip... a second short sea trip... if your destination is Europe. Each transfer but a step to train or steamer. And, the delightful excitement of gliding through the Canadian Pacific Rockies... "50 Swissland in One." Magnificent hotels too—if you have time... at Victoria and Vancouver, at mile-high Banff and Lake Louise... all the way through. From Montreal or Quebec, Empresses of the Atlantic and Cabin Class Ships sail 1,000 miles on the sheltered St. Lawrence... only 4 days of open Atlantic. Canadian Pacific Steamship and Railway Services are all one management... world-famed for equipment and courteous personal attention.

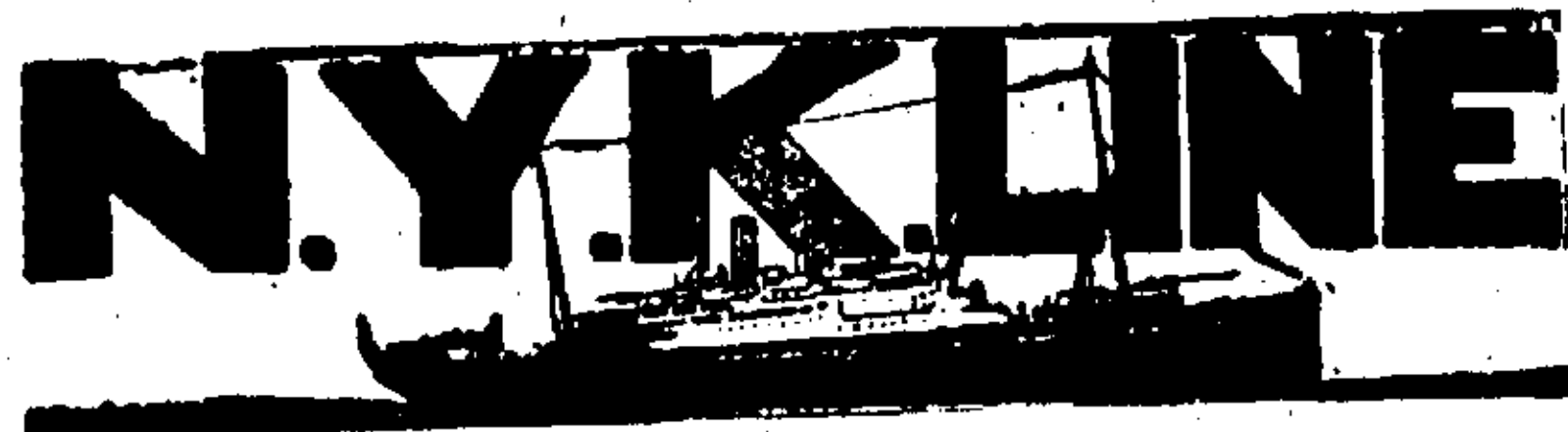


Select then—the *Empress of Canada*, *Empress of Asia* or *Empress of Russia*... largest and fastest liners across the Pacific... sailing frequently from Manila, Hong Kong, Shanghai, Kobe, Yokohama. Direct connections at Victoria and Vancouver for Pacific Coast points in the United States.

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Let a Canadian Pacific agent... or his representative, who will gladly call... tell you how attractive are the through rates... how luxurious comfortable the routes... and how short and convenient they are.

Canadian Pacific
The World's Greatest Travel System



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARU ... Monday, 13th June, at Noon
KOREA MARU ... Tuesday, 28th June, at 10 a.m.
SHINYO MARU ... Tuesday, 12th July

LONDON via Singapore, Suez, Marseilles & Ports.
SUWA MARU ... Saturday, 18th June, at 11 a.m.
FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd June, at 11 a.m.
AKI MARU ... Wednesday, 29th July, at 11 a.m.

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... Saturday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... Wednesday, 8th June, at Noon

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ... Saturday, 9th July

NEW YORK and/or BOSTON via PANAMA.
ASUKA MARU ... Monday, 13th June
TAKAKA MARU ... Wednesday, 29th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU ... Thursday, 10th June

CALCUTTA via Singapore, Penang & Rangoon.
TOKUSHIMA MARU ... Wednesday, 8th June
NAGANO MARU ... Tuesday, 14th June

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 17th June

SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU (omit Moji) ... Monday, 13th June
HAKUSAN MARU ... Monday, 13th June
MATSUYE MARU ... Friday, 14th June

For further information, apply to—
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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The **VETARZO REMEDIES CO.**, Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having **VETARZO**. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CREDITORS.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS NORMAL;
THROUGH DOWN.

COAL SHIPMENTS.

Out of the fourteen vessels arriving here during the 24 hours ended at 9 a.m. yesterday, eight were British and they contributed over 50 per cent. of the freight imported and carried for other ports. Local imports were normal but through cargoes showed a heavy decrease.

There were in all 11,838 tons of general cargoes imported. These were brought by eight steamers, with 6,192 tons on four British vessels. The two best carriers were the *President Jackson*, from San Francisco and Shanghai, and the *s.s. Buntang* from Bangkok. The former vessel brought 2,601 tons and the latter discharged 2,470 tons.

Through cargoes showed only 4,107 tons, with 1,307 tons on five British bottoms. The best return was 2,800 tons on the *s.s. President Jackson*.

Coal shipments unloaded here were 3,344 tons brought by three steamers, and for other ports there were 3,320 tons manifested on two vessels.

The arrivals and departures were: British, 8 arrivals and 5 departures; American, 1 arrival and 2 departures; Danish, 1 arrival; Japanese, 2 arrivals and 2 departures; Chinese, 2 arrivals and 2 departures.

The following were the cargo carriers:—

S.S. Empress of Russia (British) from Vancouver and Shanghai, 811 tons general for Hong Kong and 730 tons for other ports.

S.S. Ling Chow (British) from Canton, 86 tons general for other ports.

S.S. Kwangsu (British) from Bangkok and Swatow, 1,561 tons general for Hong Kong and 20 tons for other ports.

S.S. Ying Chow (British) from Haiphong, 430 tons coal and 1,700 tons general for Hong Kong.

S.S. Wei Shing (British) from Canton, 91 tons general for other ports.

S.S. Ship Shing (British) from Tientsin and Weihaiwei, 2,120 tons general for Hong Kong and 380 tons for other ports.

S.S. President Jackson (American) from San Francisco and Shanghai, 2,601 tons general for Hong Kong and 2,800 tons for other ports.

S.S. Buntang (Danish) from Bangkok and Hoilow, 2,470 tons general for Hong Kong.

S.S. Annam Maru (Japanese) from Sekito, 1,480 tons coal for Hong Kong and 2,520 tons for other ports.

S.S. Buntan Maru (Japanese) from Dairen and Keelung, 1,451 tons coal for Hong Kong and 800 tons for other ports.

S.S. Sun Kwong (Chinese) from Kwang Chow Wan, 280 tons general for Hong Kong.

S.S. Tai See Ma (Chinese) from Kwang Chow Wan, 295 tons general for Hong Kong.

DAILY WATERFRONT NEWS.

MANY BIG LINERS IN PORT.

THE NEXT HOME MAIL DUE.

[BY LONGSHOREMAN.]

Yesterday there were several big liners in harbour. At the Kowloon Wharves were two President boats and the *R.M.S. Empress of Russia*. There was also one M.M. boat alongside the same wharves, and another in mid-stream.

With so many steamers alongside the wharves, hawkers were not slow to display their wares there and on the decks of vessels wherever permission was obtained.

A Would-be Suicide.

A young Chinese woman passenger on the *s.s. Kinsan* attempted to commit suicide on Saturday last on the way to Hong Kong. She was travelling in the steerage and when she was approached for her ticket, she made an attempt to jump overboard. The ticket collector held her and brought her to the Comptroller department, and in her handbag a letter addressed to her father at Canton was found. It was also ascertained that she was a school teacher, but the reason for her rash act remained unknown.

R.M.S. "Empress of Russia."

The *R.M.S. Empress of Russia* left here yesterday for Manila with about ninety saloon passengers, whose names will be found in another column.

"President" Liners.

The American Mail Liner *President Jackson* came into port early yesterday morning from San Francisco via Shanghai with a heavy cargo for this port. She also brought 15 saloon passengers for the Colony and carried 41 for Manila.

Among the passengers were:—
Mr. J. C. Huston, U.S. Consul at Canton, returning from a business and pleasure trip to the United States.
Mr. and Mrs. R. V. Leahy, residents of Hong Kong returning to their home after a pleasure trip to Shanghai.

Mr. Harold Mackenzie, newly appointed Minister to Siam, en route to Bangkok to assume his duties at that point.
Dr. and Mrs. W. R. Morse, en route to Hong Kong to take charge of the Canton Christian College.

The *Dollar* liner *President Munroe*, also from the North, arrived here on Monday with four first class passengers for Hong Kong. Amongst whom was Mr. Harry O. Odell. The liner also carried over forty passengers for Manila, Singapore, Penang, Marseilles and New York.

Miscellaneous.

The Marine Engineers' Guild of China, Hong Kong Branch, will hold an ordinary meeting at No. 67, Des Voeux Road Central, at 6 p.m. to-day.

Home Mail.

The *s.s. Talma*, with the English mail, left Singapore on Saturday afternoon and is due here on Thursday morning.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT **ELLERMAN LINE**
S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 13th July
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 13th Aug.

AUSTRALIA **AUSTRAL-EAST INDIES LINE**
Sailing from SINGAPORE on 7th of every month by "*CITY OF PALERMO*" or "*CITY OF SPARTA*" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE **AMERICAN AND MANCHURIAN LINE**
S.S. "CITY OF KOBE" ... via Suez Canal ... 13th June
S.S. "CITY OF CHESTER" ... via Suez Canal ... 17th July
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August

BOSTON & NEW YORK **AMERICAN & ORIENTAL LINE**
S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**
S.S. "TINHOW" ... From Hong Kong ... 25th July.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ilo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
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MAIL AND PASSENGER STEAMERS
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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,985	11th June	Marseilles, London and Antwerp.
"MIRZAPUR"	8,715	16th June	Marseilles and London.
"MANTUA"	10,946	25th June	Marseilles and London.
"KHIVA"	9,135	30th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	10th July	Marseilles, London, Antwerp & Hull.
"ALIPORE"	5,273	21st July	Straits and Bombay.
"MACEBONIA"	11,120	23rd July	Marseilles and London.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	10,619	20th Aug.	Marseilles and London.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, & Antwerp.
"MOREA"	10,953	17th Sept.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	10th June	Singapore, Penang and Calcutta
"TALMA"	10,000	30th June	do.
"TAKLIWA"	7,936	7th July	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th July	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kolambuan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,090	10th June	Amoy, Moji, Kobe and Osaka.
"KALYAN"	9,144	16th June	Shanghai, Moji and Kobe.
"TAKLIWA"	7,936	17th June	Amoy, Moji, Kobe and Osaka.
"ALIPORE"	5,273	18th June	Shanghai, Kobe and Moji.
"MACEBONIA"	11,120	24th June	S'hai, Moji, Kobe and Yokohama.
"NOVARA"	6,989	29th June	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	5th July	Moji, Kobe Osaka & Yokohama.
"KASHGAR"	9,005	6th July	S'hai, Moji, Kobe and Yokohama.
"NYANZA"	7,023	8th July	do.
"RAWALPINDI"	10,619	22nd July	Shanghai, Kobe and Yokohama.
"KHYBER"	9,114	5th Aug.	S'hai, Moji, Kobe & Yokohama.
"MOREA"	10,953	18th Aug.	do.
"KHIVA"	9,135	2nd Sept.	do.
"MALWA"	10,886	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEBONIA"	11,120	14th Oct.	do.
"MONOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.

* Will not take passengers northwards.
All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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